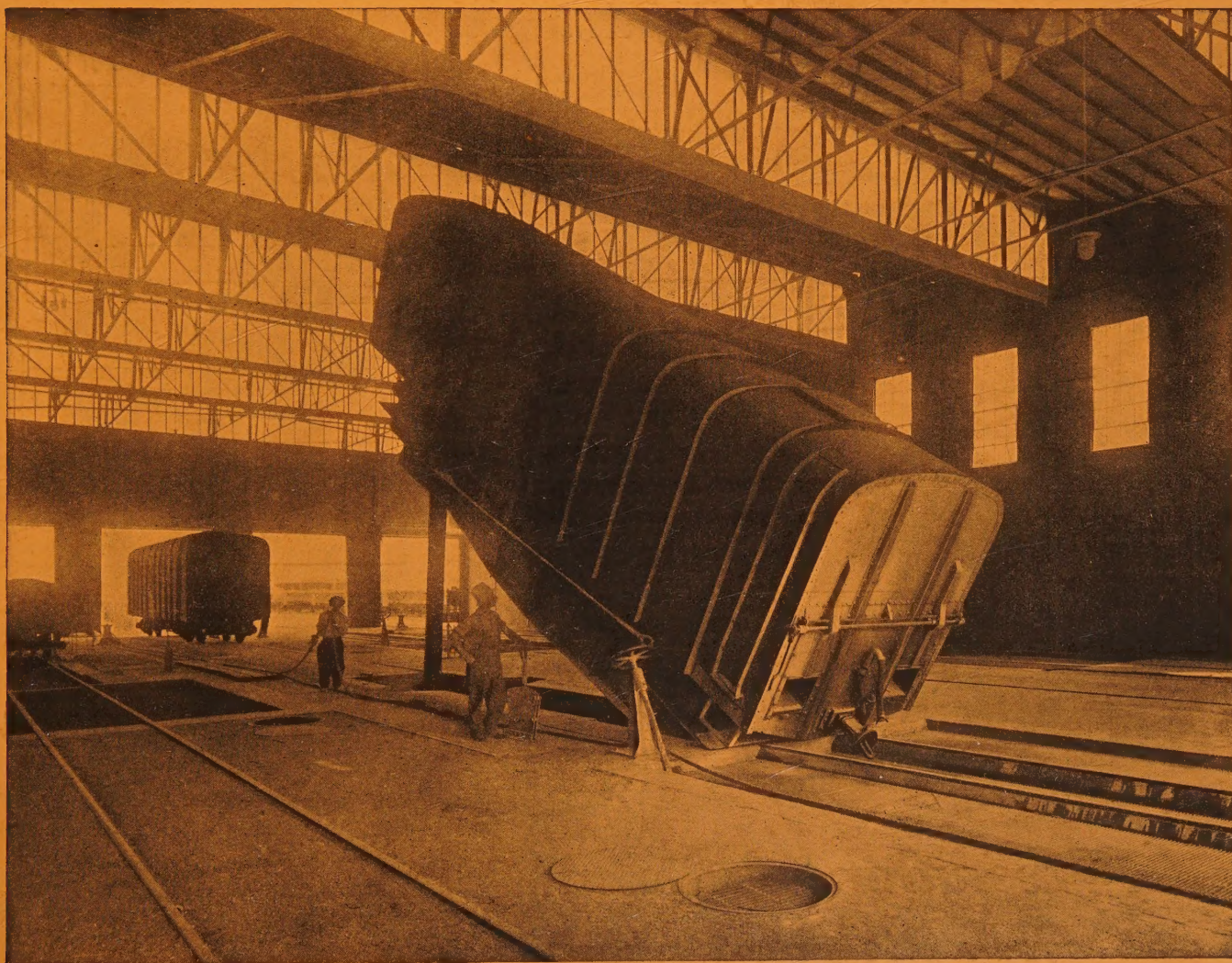


# GRAIN DEALERS JOURNAL

Devoted to the construction and operation of better grain handling plants.

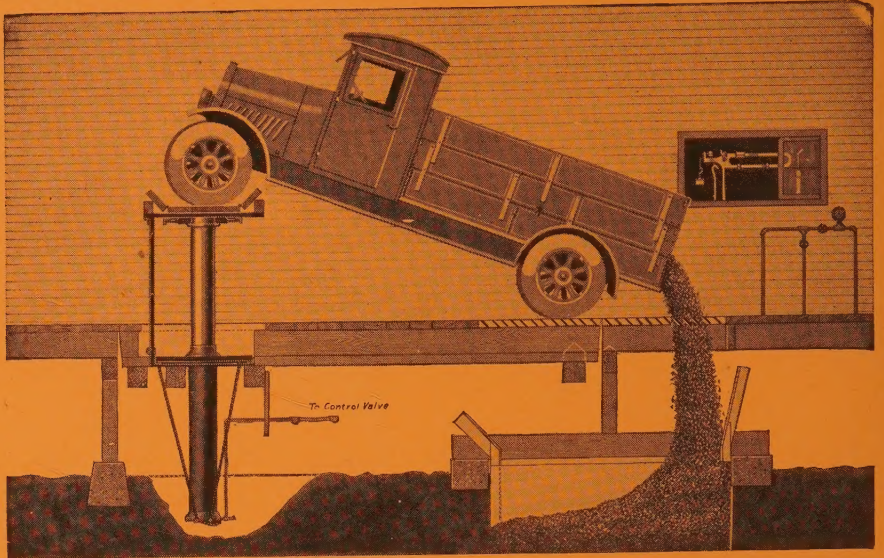


Car Tipper in Track Shed of South African Railways and Harbors Elevator at Cape Town.

[For description see pages 172-173-174-175]



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dump



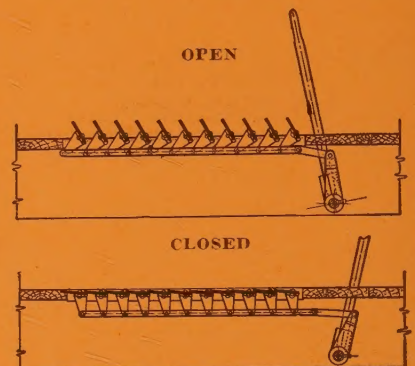
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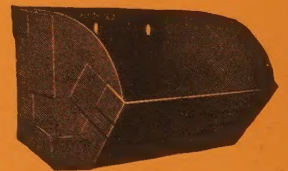
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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

*HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

### AMARILLO, TEXAS.

Amarillo Feed & Seed Co., feed, seed, grain.  
Beasley Grain Co., J. N., grain and seeds.  
Great West Mill & Elevator Co., millers, grain dls.\*  
Kearns Grain & Seed Co., grain, field seeds.\*  
Kenyon Grain & Seed Co., grain and hay.  
Stone, Lester, grain merchant.\*  
Strader Grain Co., U. S., grain, seed, feed.\*

### ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.\*

### BALTIMORE, MD.

Chambers of Commerce Members.  
Beer & Co., Inc., E. H., grain, hay, seeds.\*  
Hammond, Snyder & Co., Inc., receivers, exporters.\*  
Lederer Bros., grain receivers.\*

### BLOOMINGTON, ILL.

Baldwin Grain Co., grain brokers.\*  
Hasenwinkle-Scholer Co., corn and oats.\*

### BLUFFTON, IND.

Studabaker Grain & Seed Co., grain, hay, seeds.\*

### BUFFALO, N. Y.

Corn Exchange Members.  
Armour Grain Co., grain merchants.  
Cargill Grain Co., grain merchants.  
McConnell Grain Corp., commission and brokerage.\*  
McKillop, Inc., J. G., consignments.\*

### CAIRO, ILL.

Board of Trade Members.  
Hastings-Stout Co., grain and hay.\*  
Thistlewood & Co., grain and hay.\*

### CEDAR RAPIDS, IOWA.

Wilder-Murrell Grain Co., track buyers grain and seeds.\*

### CHICAGO, ILL.

Board of Trade Members.  
Armour Grain Co., grain merchants.\*  
Badenoch Co., J. J., grains, millfeeds, concentrates.\*  
Bailey & Co., E. W., grain commission merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Brennan & Co., John E., grain commission merchants.\*  
Carhart Code Hardware Co., grain commission.\*  
Chicago Grain & Salvage Co., salvage grain.  
Clement, Curtis & Co., members all exchanges.\*  
Cross, Roy, Elbert & Harris, grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Harris, Winthrop & Co., grain commission.\*  
Holt & Co., Lowell commission, grain and seeds.  
Hulburd, Warren & Chandler, stocks, bonds, grain, etc.  
Lamson Bros. & Co., consignments solicited.\*  
Logan & Bryan, grain, stocks, provisions.  
McKenna & Dickey, commission merchants.\*  
Norris Grain Co., grain merchants.\*  
Pope & Eckhardt Co., commission merchants.\*  
Rosenbaum Grain Corp., grain merchants.\*  
Rumsey & Co., grain commission.\*  
Shaffer Grain Co., J. C., grain merchants.\*  
Thomson-McKinnon, members leading exchanges.

### CINCINNATI, O.

Grain & Hay Exchange Members.  
Cleveland Grain & Mfg. Co., grain merchants.\*  
DeMolet Grain Co., receivers and shippers.  
Early & Daniel Co., grain, hay, feed.\*

### CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.\*

### CLEVELAND, O.

Grain & Hay Exchange Members.  
Bailey, E. I., shpr. grain, millfeed, oil and c. s. meal.\*  
Cleveland Grain & Milling Co., The, recvrs. & shprs.\*  
Shepard, Clark & Co., grain merchants.\*

### COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.\*

### DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.\*

### DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.\*  
Craddock Grain Co., W. F., grain & hay.\*

### DENVER, COLO.

Grain Exchange Members.  
Ady & Crowe Merc. Co., The, grain and hay.\*  
Conley-Ross Grain Co., The, grain and beans.\*  
Denver Elevator, wholesale grain, flour, millfeed.  
Houston Grain Co., wholesale grain.\*  
Kellogg Grain Co., O. M., receivers and shippers.  
Farmers Union M. & E. Co., millers, grain mchts.  
Phelps Grain Co., T. D., wholesale grain.\*  
Rocky Mountain Grain Co., export and domestic grain.\*

\*Members Grain Dealers National Association.

### DES MOINES, IA.

Board of Trade Members.  
Lockwood, Lee, broker.

### DETROIT, MICH.

Board of Trade Members.  
Caughy-Jossman Co., grain and field seeds.\*  
Lapham & Co., J. S., grain dealers.\*

### DULUTH, MINN.

Board of Trade Members.  
White Grain Co., receivers and shippers.\*

### EMPORIA, KANS.

Trusler Grain Co., grain merchants.\*

### ENID, OKLAHOMA.

Grain Exchange Members  
Bennett & Company, James E.  
Bird Grain Company, Henry.\*  
Cox Grain Company, C. H.  
Davis-Noland-Merrill Grain Company.  
Enid Terminal Elevator Company.  
Enid Milling Company.\*  
Ferguson-Shircliff Grain Company.  
Feuquay Grain Company.\*  
Gels-Price Elevator Company.  
Goltry Grain Company.  
Henry Grain Company, John.\*  
Humphrey Grain Company, E. R.  
Johnston, W. B.\*  
Randels-Williams Grain Company.\*

### FORT DODGE, IOWA.

Christensen, George, grain broker.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Bewley Mills, flour milling.  
Bennett & Co., Jas. E., grain, stocks, provisions.\*  
Carter Grain Co., C. M., brokerage, consgmts.\*  
Dorsey Grain Co., strictly brokers, consignments.  
Ft. Worth Elevators Co., gr. merchants, pub. storage.  
Federal Commission Co., brokers, consgmts.\*  
Gladney Grain Co., consignments.  
Henderson Grain Co., consignments, brokerage.\*  
Moore-Seaver Grain Co., recvrs., shprs., consignments.\*  
Rogers Co., E. M., strictly bkg. and consignments.\*  
Smith Bros. Grain Co., consgmts-merchants.\*  
Transit Grain & Com. Co., consignments, brokerage.\*  
Tillery Grain & Com. Co., export, bkgm. consgmts.\*  
Universal Mills, "Superior Feeds".  
West Grain Co., consgmts., merchants, brokers.

### GALVESTON, TEXAS.

Fordtran, J. S., grain-ocean freight bkg.\*  
Shaw, Thomas F., export grain.\*

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### GUTHRIE, OKLA.

Logan County Mlg. & Gr. Co., mchts., pub. storage.

### HOUSTON, TEXAS.

Merchant Exchange Members.  
American Malt Flour Mills, mlg. gr., exporters.  
Beatty-Archer Co., grain brokers only.\*  
Dittlinger Roller Mills Co., H., flour exptg.  
Dixon & Co., E. S., grain receivers, feeds.\*  
Downman Grain & Hay Co., E. C., gr., fd., hay.\*  
Ervine & Co., J. E., wholesale grain.\*  
Rogers, J. E., poultry feed & grain.  
Rothschild Co., S., grain, c/s products, rice, b/p.\*  
Saint & Co., Inc., grain & mixed feeds.\*  
South Texas Grain Co., grain & feed.\*

### HUTCHINSON, KANS.

Board of Trade Members.  
Goffe & Carkner, Inc., grain merchants, futures.  
Midwest Grain Co., country run wheat.\*  
Southwest Grain Co., consignments, country run grain.

### INDIANAPOLIS, IND.

Board of Trade Members.  
Bingham Grain Co., The, receivers and shippers.\*  
Boyd Grain Co., Bert A., strictly brokerage & com.\*  
Cleveland Grain & Milling Co., grain commission.\*  
Hart-Malbucher Co., grain merchants.\*  
Kinney Grain Co., H. E., receivers and shippers.\*  
Montgomery & Tompkins, receivers and shippers.  
Steinhart Grain Co., commission and brokerage.\*  
Witt, Frank A., grain commission and brokerage.

### KANSAS CITY, MO.

Board of Trade Members.  
Aylsworth Commission Co., grain commission.  
Bruce Bros. Grain Co., consignments.  
Christopher & Co., B. C., kafir, feterita, millo.\*  
Davis Grain Co., A. C., grain commission.

### KANSAS CITY (Continued)

Davis-Noland-Merrill Grain Co., grain mchts.\*  
Denton Hart Grain Co., consignments.\*  
Ernst Davis Commission Co., consignments.\*  
General Commission Co., consignments, futures.\*  
Lawless Grain Co., consignment, futures.  
Lichtig & Co., H., kafir, millo, screenings.  
Logan Bros. Grain Co., receivers and shippers.\*  
Moore-Seaver Grain Co., grain receivers.\*  
Norris Grain Co., wheat, oats, barley, corn.\*  
Shannon Grain Co., consignments.\*  
Thresher Grain Co., R. J., grain commission.\*  
Uhlmann Grain Co., grain merchants.\*  
Updike Grain Corp., consignments.  
Vanderslice-Lynds Co., commission.\*  
Wallingford Bros., recvrs., shippers, futures.\*  
Wolcott & Lincoln, consignments, futures.\*  
Wilser Grain Co., consignments.\*

### KNOXVILLE, TENN.

Lackey, Douglas W., mlg. grain, millo, alfalfa meal.

### LANSING, MICH.

Chatterton & Son, Mich. grain, hay, beans.\*

### LAWRENCEBURG, IND.

Greendale Mills, Inc., "Greendale Feeds" are better.

### LEAVENWORTH, KANS.

Cranston-Liggett Gr. & Fd. Co., grain, mxd. & m. fd.

### LITTLE ROCK, ARK.

Grain Exchange Members.  
Farmer Co., E. L., brokers, grain and millfeed.  
Gordy Co., C. L., grain brok., hay, grain and mill feed.

### LOUISVILLE, KY.

Board of Trade Members.  
Bingham-Hewett Grain Co., recvrs., shippers of grain.\*  
Brandeis & Son, A., receivers and shippers.  
Callahan & Sons, receivers and shippers of grain.\*  
Kentucky Public Elevator Co., storers and shippers.\*  
Thomson Elevator Co., grain dealers.  
Verhoef & Co., H., receivers and shippers.\*  
Zorn & Co., S., receivers and shippers.\*

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

### McKINNEY, TEX.

Reinhardt & Co., wheat, corn, oats, maize.

### MEMPHIS, TENN.

Merchants Exchange Members.  
Browne, Walter M., broker and com., consignments.\*  
Buxton, E. E., broker and commission merchant.\*  
U. S. Feed Co., grain, hay, millfeed.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.  
Froetert Grain & Maltng Co., recvrs. and shippers.\*  
Kamm Co., P. C., grain shippers.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.  
Cargill Commission Co., grain commission.\*  
Cereal Grading Co., grain merchants.\*  
Davies Co., F. M., grain commission.\*  
Delmar Co., shippers.  
Fraser-Smith Co., grain merchants.\*  
Hallett & Carey Co., grain merchants.\*  
Hubenthal, C. G., gr. mchts., oil meal, chicken feed.  
Hiawatha Grain Co., screenings.\*  
Malmquist & Co., C. A., receivers and shippers.\*  
Marfield Grain Co., grain commission.\*  
Sheffield Elevator Co., shippers of grain.\*  
Stuhr-Seldi, shippers grain and feed.\*  
Van Dusen-Harrington Co., grain merchants.\*

### NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

### NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.\*

### NEW YORK CITY.

Produce Exchange Members.  
Abel-Whitman Co., Inc., The, grain, feed, bkg.  
Jones & Co., M. B., buyers—quote us.\*  
Knight & Co., grain brokers.  
Therrien, A. F., broker.

(Continued on next page.)



# Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

## OKLAHOMA CITY, OKLA.

Acme Milling Co., millers & grain dealers.  
Bennett & Co., Jas. E., grain, stocks, provisions.  
Choctaw Grain Co., milling wheat specialists.  
Hardeman-King Co., millers, grain dealers.\*  
Jackson Grain Co., grain merchants.  
Mashburn Grain Co., grain and feeds.  
Mid-State Grain Co., The, grain & feed mchts.  
Okla. City Mill & Elevtr. Co., millers, gr. dealers.\*  
Perkins Grain Co., W. L., brokerage.  
Polson Grain Co., mill wheat specialists.  
Scannel Grain Co., E. M., grain and feed.  
Stowers Grain Co., W. B., grain comm. mchts.\*  
Stinnett Grain Co., grain merchants.\*  
Vandenburgh, Jesse, milling wheat.  
White Grain Co.\*  
Winters Grain Co., grain merchants.

## OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.\*  
Trans-Mississippi Grain Co., receivers and shippers.\*  
United Grain Co., commission and brokerage.\*  
Udpike Grain Co., milling wheat.\*

## PEORIA, ILL.

Board of Trade Members.

Cleveland Grain & Mfg. Co., grain commission.  
Cole Grain Co., Geo. W., receivers and shippers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.  
Luke Grain Co., grain commission.\*  
McFadden & Co., G. C., grain commission.\*  
Miles, P. B. & C. C., grain commission.\*  
Turner Hudnut Co., receivers and shippers.\*

## PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson, Geo. M., grain and feeds.\*  
Stites, A. Judson, grain and millfeed.\*

## PITTSBURGH, PA.

Members Grain and Hay Exchange.

Harper Grain Co., corn a specialty.\*  
McCague, Ltd., R. S., grain, hay.\*  
Stewart & Co., Jesse C., grain and mill feed.\*

## PONTIAC, ILL.

Balbach, Paul A., grain buyers, all markets.

## ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.\*  
Gordon Grain Co., grain commission.\*  
Heald Grain Co., consignments exclusively.  
Kellogg-Huff Grain Co., grain merchants.\*  
Norton Grain Co., consignment specialist.\*

## SAN ANTONIO, TEX.

King, Douglas W., carlot distribtr., hay, grain, seeds.\*

## ST. LOUIS, MO.

Merchants Exchange Members.

Drever Commission Co., feedstuffs, grain, seeds.\*  
Hall Grain Co., Marshall, grain merchants.\*  
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.\*  
Langenberg Bros. Grain Co., grain commission.\*  
Martin Grain Co., grain commission.\*  
Martin & Knowlton Grain Co., grain merchants.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain and grass seed.\*  
Turner Grain Co., grain commission.\*

## SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., shprs. of select milling wheat.

## SIDNEY, OHIO.

Chambers, V. E., wholesale grain.\*  
Custenborder & Co., E. T., buyers-sellers grain.\*  
Wells Co., The J. E., wholesale grain.\*

## SIOUX CITY, IA.

Board of Trade Members.

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## TOLEDO, O.

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King & Co., C. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain receivers, shippers.\*  
Zabm & Co., J. F., grain and seeds.\*

## TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.\*

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Board of Trade Members.

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Blood Grain Co., I. D., receivers and shippers.  
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.  
Simonds-Shields-Lonsdale Co., receivers and shippers.  
Wichita Terminal Elevtr. Co., general grain and elvtr.\*

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Grain Commission  
49 Board of Trade CHICAGO**Armour Grain Company**  
CHICAGO, ILL.  
GRAIN DEALERS  
FUTURES ORDERS SOLICITED  
Winnipeg, Liverpool and United States  
Markets — CONSIGNMENTS SOLICITED  
CHICAGO ST. LOUIS MILWAUKEE  
MINNEAPOLIS BUFFALO



Board of Trade  
Members

## CHICAGO

Board of Trade  
Members

### RUMSEY & COMPANY

COMMISSION MERCHANTS

Board of Trade

Chicago, Illinois

Established Over Forty Years

Hulburt, Warren & Chandler  
208 S. La Salle St., Chicago

Stocks Bonds Grain Cotton

### THOMSON & McKINNON

BROKERS

Chicago St. Paul Indianapolis Toledo New York Philadelphia

Members of All Leading Exchanges

Facts or Figures Relative to Securities or  
Commodities Cheerfully Supplied.

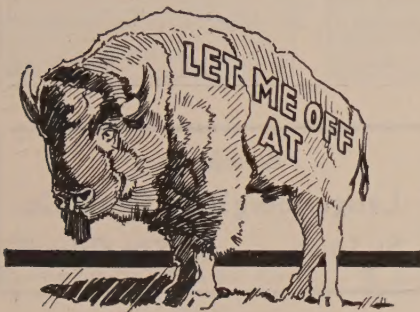
### BARTLETT FRAZIER Co. GRAIN MERCHANTS

F. C. Austin Bldg.  
CHICAGO

**EVERY** time you boost the JOURNAL you encourage and  
help us to make it better.

Produce Exchange  
Members

## TOLEDO

Produce Exchange  
Members


Oct. 18, 19, 20, 1926.

### J. F. ZAHM & CO.

TOLEDO, OHIO

Your consignments and orders for futures solicited in either

**GRAIN OR SEEDS**  
TOLEDO OR CHICAGO

1846 - C. A. KING & CO. - 1926  
TOLEDO, OHIO

Grains and Seeds  
Cash and Futures

Member

Toledo Produce Exchange Chicago Board of Trade

### JOHN WICKENHISER & CO.

Wholesale Grain Dealers  
TOLEDO, OHIO

We make track bids and quote delivered  
prices. Solicit Consignments of Grain and  
Clover Seed. Members Toledo Produce Ex-  
change and Chicago Board of Trade.

## SOUTHWORTH'S WEEKLY REVIEW

Covers GRAIN, SEED AND COTTON.  
It is FREE to all within our business range.  
SOUTHWORTH & CO. - - TOLEDO, OHIO

Chamber of Commerce  
Members

## MINNEAPOLIS

Chamber of Commerce  
Members

### HALLET & CAREY CO.

Grain Merchants

Minneapolis Duluth Winnipeg

### Fraser-Smith Co. GRAIN

Minneapolis - Milwaukee - Cedar Rapids

CORN -- OATS -- BARLEY -- RYE  
For Prompt Shipment in any Quantity

The VAN DUSEN-  
HARRINGTON CO.

MINNEAPOLIS DULUTH

ACCOUNT BOOKS FOR SALE BY  
Grain Dealers Journal  
CHICAGO

### MARFIELD GRAIN COMPANY

Receivers and Shippers

MINNEAPOLIS, MINN.

### CEREAL GRADING COMPANY GRAIN

We Buy, Sell, Store and Ship all Kinds of Grain, Choice Milling  
Wheat and Rye Selected by Expert Buyers.  
Own and Operate Elevator "L"

Chamber of Commerce, Minneapolis, Minn.

### CARGILL COMMISSION COMPANY

DULUTH

MINNEAPOLIS

MILWAUKEE

**EFFICIENCY** is our watchword; **SATISFACTION** your reward

**SHIP TO CARGILL**
*"You can't do better; You might do worse."*

### Shippers of RED DURUM

and other grains  
for poultry feed

### DELMAR COMPANY

Flour Exchange, Minneapolis, Minn.

Elevator Capacity 2,000,000 Bushels



# DENVER

Any of these Denver Grain Exchange Members will make it profitable for you to do business in Denver. Get in touch with them.

**The Conley-Ross Grain Co.**

*Wholesale Grain.*

**The Ady & Crowe Mercantile Co.**

*Grain, Hay, Beans.*

**Rocky Mountain Grain Co.**

*Grain Merchants—Export and Domestic.*

**Farmers Union Mlg. & Elev. Co.**

*Millers and Grain Merchants.*

*38th and Wynkoop Sts*

**Denver Elevator**

*Wholesale Grain, Flour, Mill, Feed and Pinto Beans  
We operate 30 elevators in eastern Colorado.*

**T. D. Phelps Grain Co.**

*Wholesale Grain and Beans.*

**O. M. Kellogg Grain Co.**

*Receivers and shippers of all kinds of grain.*

**Houlton Grain Co.**

*Wholesale Grain.*

*Get in touch with us.*

Merchants Exchange  
Members

## ST. LOUIS

Merchants Exchange  
Members

**PICKER & BEARDSLEY COM. CO.**

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

**GRAIN, HAY, GRASS SEEDS, KAFIR, MILO**

125 MERCHANTS EXCHANGE BLDG

**ST. LOUIS, MO.**

Established 1877

**Langenberg Bros. Grain Co.**

St. Louis

New Orleans

**Nanson Commission Co. GRAIN, HAY and SEEDS**

202 Merchants Exchange Bldg., ST. LOUIS, MO.

**JOSTES-LUSK GRAIN CO.**

St. Louis, Mo.

A Strictly Consignment House for Your Grain, Hay, Seeds  
"Each shipment given our personal attention"

**MARTIN & KNOWLTON  
GRAIN CO.**

SUCCESSORS TO  
GOFFE & CARKENER CO.

Receivers and Shippers

St. Louis, M

Board of Trade  
Members

## PEORIA

Board of Trade  
Members

**P. B. and C. C. Miles**

Established - 1875  
Incorporated - 1910

Peoria, Illinois

Handling Grain on Commission  
Our Specialty

**Turner-Hudnut Company**

Receivers **GRAIN** Shippers

42-47 Board of Trade

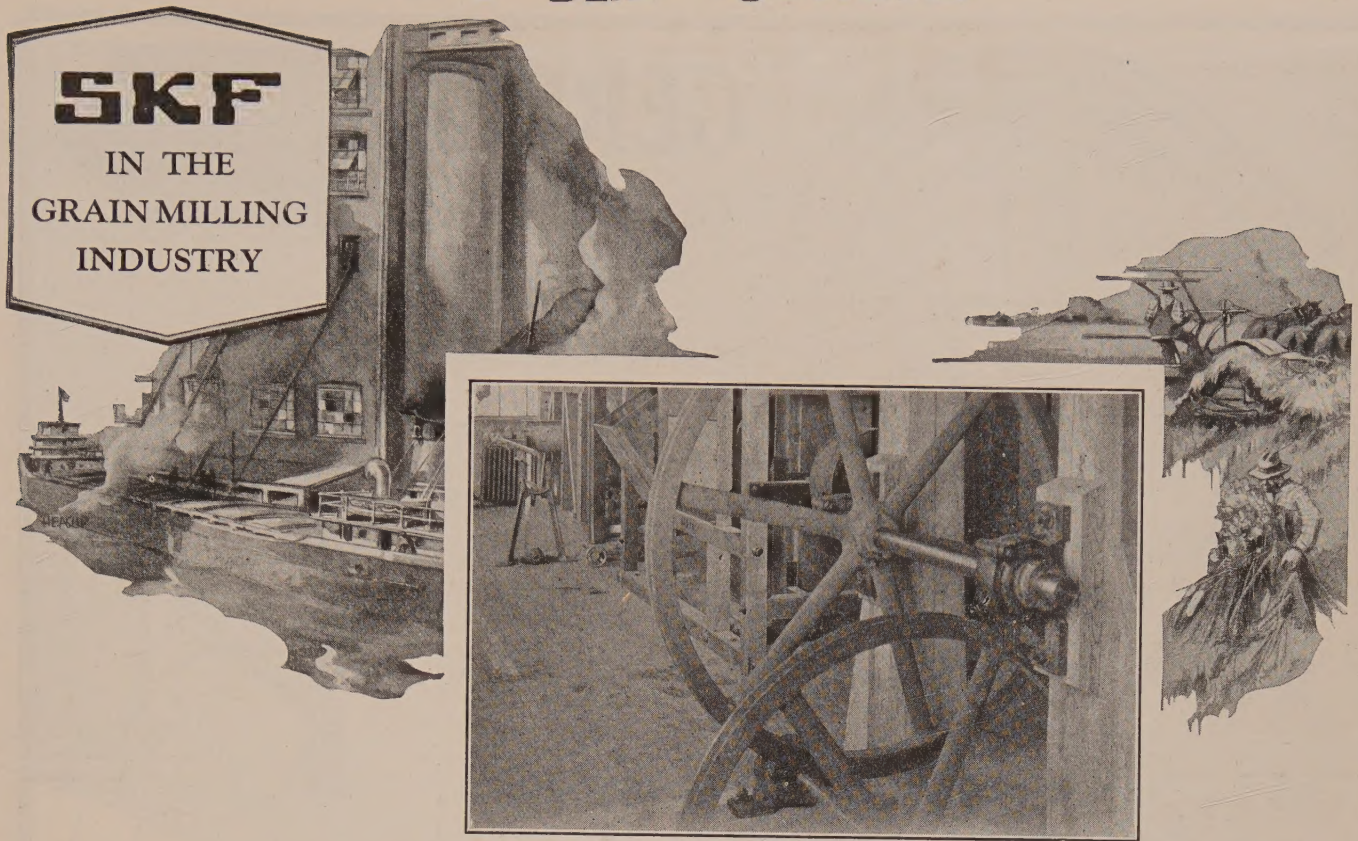
**W. W. DEWEY & SONS COMMISSION MERCHANTS**

33-35 Board of Trade, Peoria, Ill.

I like the Journal very much and, as the fellow says, read it from "kiver to kiver."—T. R. Murrel, Sr., mgr. Ray Murrel Grain Co., Iowa Falls, Ia.

**SOME GRAIN DEALERS** have realized a fortune from the offerings others overlooked. Our advertising pages as well as our reading matter columns present real opportunities to alert readers. Better keep your eyes open and look around as the entire contents of the Journal are prepared especially for you.





## Ball-Bearing Hangers and Pillow Blocks Concentrate Energy on Paying Part of Mill

WHEN plain bearings are used to support rope sheaves and line shafting in grain mills, from 20 to 50 per cent of the energy generated or purchased is wasted in merely "making the wheels go round," preliminary to setting the actual machines—the earning part of a mill—into useful motion.

And the cause of this wasted power is friction which can be practically eliminated by installing Skayef self-aligning ball-bearing hangers and pillow blocks. Having a small co-efficient of friction and possessing the ex-

clusive inherent ability of compensating automatically for shaft deflections, self-aligning ball-bearing equipment will reduce one's power bill by 15 to 35 per cent and will eliminate bearing adjustments and replacements. Furthermore, oil is needed only at infrequent intervals and as it cannot escape from the sealed bearing housings, the fire hazard is substantially reduced.

Let our engineers estimate how much ball-bearing equipment will save for you and how soon it will pay for itself.

SKF INDUSTRIES, INCORPORATED  
165 Broadway, New York City

1624

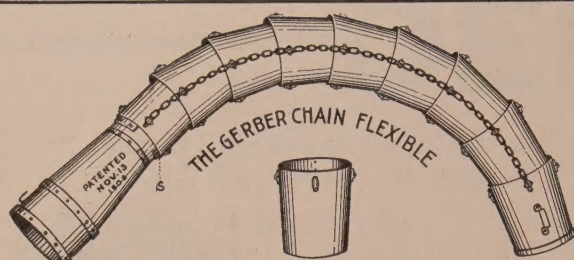
More than 100 Factory Offices Throughout the World

**SKF**  
Puts the  
Right Bearing  
in the  
Right Place

**Ball Bearings**

**Roller Bearings**





Gerber 4-lug Chain Telescope Flexible Car Loading Spout; either round or square head.

# GERBER

## Grain Elevator Equipment



Minneapolis "V" Elevator Bucket

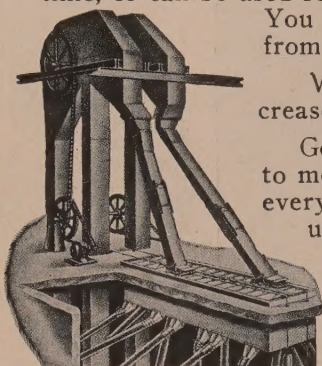
The time is drawing near when you will overhaul your old elevator or build a new one. When buying equipment order from Gerber.

Our New Gerber double and triple distributing spouts are the only practical spouts for elevator legs of two or three stands. All legs can be used to elevate into one bin or car at the same time, or can be used separately. Only one spout is required to run from distributors to each bin.

You have full control of your distributing. All spouts are operated from working floor.

We manufacture the best "V" bucket made. You can greatly increase the capacity of your legs if equipped with "V" buckets.

Get your elevator in order before the new crop starts to move. We can quote attractive prices on the best of everything in the grain elevator equipment line. Write us for catalog.

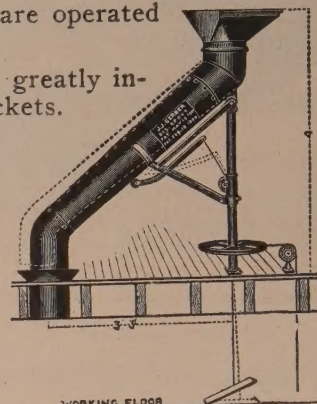


New Gerber Double Distributing Spout; with or without spout frame; also made for single and triple leg.

### James J. Gerber

128 Sixth Ave. South

Minneapolis, Minn.



The Gerber No. 2 Distributing Spout.

## Grain Shipping Record Books

**Record of Cars Shipped.** This form enables country shippers to keep a complete record of each car of grain shipped from any station, or to any firm. It has the following column headings: Date Sold, Date Shipped, Car Number, Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight Bushels, Destination Bushels, Over, Short, Price, Amount Freight, Other Charges, Remarks. The book contains 80 double pages of ledger paper, size 9½x12 inches, and has spaces for recording 2,320 carloads. Well bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form No. 385. Price \$3.00.

**Sales, Shipments and Returns.** Is designed to save time and prevent errors. The pages are used double. The left hand pages are ruled for information regarding "Sales" and "Shipments"; the right hand for "Returns". The column headings enable you to make complete records for each transaction. The book contains 80 double pages, and index of ledger paper, size 10½x16 inches, will accommodate records for 2,200 cars. Bound in heavy canvas with keratol corners. Shipping weight, 3½ lbs. Order Form 14AA. Price \$3.50.

**Grain Shipping Ledger** for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and page is indexed. This book contains 80 double pages of ledger paper with 16-page index, size, 10½x15½ inches, well bound with cloth covers and keratol back and corners. Shipping weight, 4 lbs. Order Form No. 24. Price, \$4.00.

**Shippers Record Book.** This book is designed to save labor in handling grain shipping accounts and gives a complete record of each car shipped. Its 80 double pages of ledger paper, size 9½x12 inches, provide spaces for 2,320 carloads. Wide columns provide for the complete record of all important facts of such transactions under their respective heads. Bound in heavy cloth with keratol back and corners. Shipping weight, 2½ lbs. Order Form 20. Price \$3.00.

## Grain Dealers Journal

309 South La Salle St., Chicago, Ill.

## Grain Receiving Record Books

**Grain Receiving Register.** One of the best forms for recording wagon loads of grain received. It contains 200 pages, size 8½x13½ inches, ledger paper, capacity for 8,200 wagon loads. Bound in canvas. Some enter load records as received, others assign a page to each customer, while others assign pages to different kinds of grain. Bound in strong board covers, canvas back. Headings of 11 cols. are: "Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, Remarks." Shipping weight, 2½ lbs. Order Form 12AA. Price \$3.00.

**Wagon Loads Received** has columns headed: "Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars and Cents, Remarks." It has 200 pages, size 9½x12 inches, and room for 4,000 loads. Printed on linen ledger paper, with strong cloth covers and keratol corners and back. Shipping weight, 2 lbs. Order Form 830. Price \$3.00.

**Receiving and Stock Book.** Many dealers prefer to keep each kind of grain received from farmers in separate columns so each day's receipts may be easily totaled. This book is designed for this purpose. It contains 200 pages, size 9½x12 inches, and will accommodate 4,000 loads. Well bound in black cloth and keratol back and corners. Shipping weight, 2½ lbs. Order Form 321. Price \$3.00.

**Grain Receiving Ledger** is an indexed book especially adapted for keeping individual accounts with farmer patrons. Each page is 8½x13½ inches, numbered and ruled for 44 entries. Ledger paper and well bound in cloth with keratol back and corners. 200 pages. Shipping weight, 3 lbs. Order Form 43. Price, \$3.50.

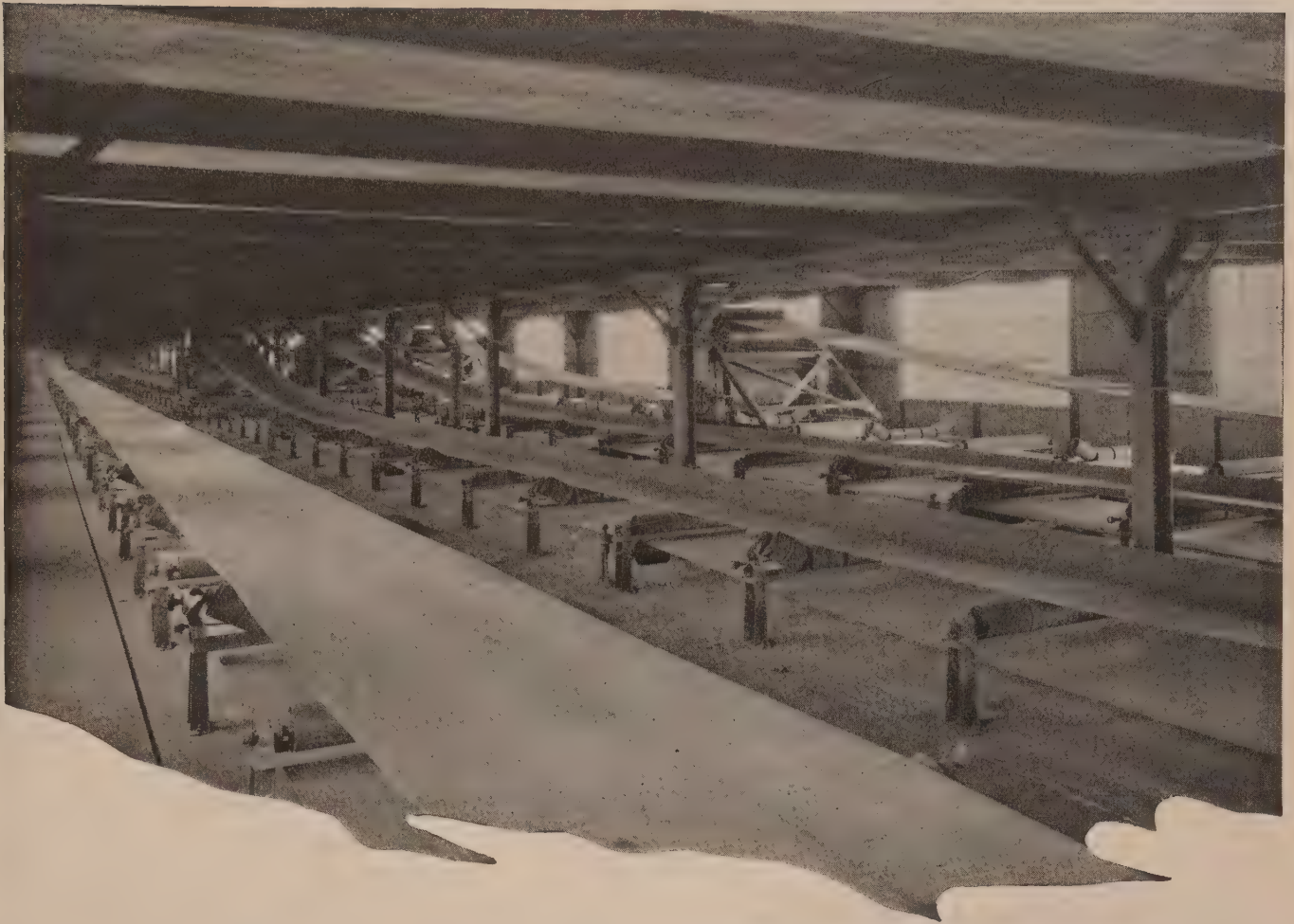
Form No. 43 XX contains double the number of pages. Shipping weight 4½ lbs. Price, \$5.50.

**Grain Scale Book** is designed to assign separate pages to each customer and their names can be indexed so their accounts can be quickly located. It contains 252 numbered pages, of high grade linen ledger paper. Each page is 10½x15½ inches, will accommodate 41 wagon loads and it has a 28-page index. Well bound with cloth and keratol back and corners. Shipping weight, 4½ lbs. Order Form 23. Price, \$4.75.

## Grain Dealers Journal

309 South La Salle St., Chicago, Ill.





## The Proper Method and The Proper Equipment

The right method for doing your specific grain handling job and the right equipment with which to do it can both be supplied by The Webster Mfg. Company.

With fifty years' experience in solving grain handling problems in America's largest grain elevators, etc., and with unlimited facilities for building the necessary equipment, Webster is

looked upon as headquarters for grain handling machinery.

Webster designs and builds all types of grain handling equipment, including belt conveyors, elevator legs, screw conveyors, dock spouts, distributing spouts, marine legs, power shovels, car pullers, car movers, etc.

Consult us regarding your grain elevator needs.

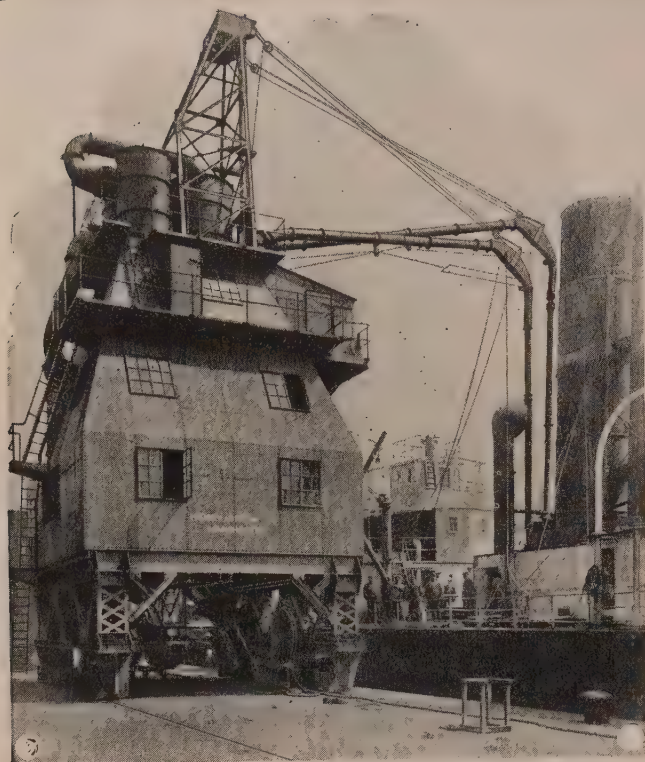
**THE WEBSTER MFG. COMPANY**  
4500-4560 Cortland Street  
CHICAGO

Webster-Brinkley Co., Seattle

Webster-Inglis, Ltd., Toronto

# WEBSTER





"Simon" Traveling Pneumatic Grain Plant at Glasgow Docks, working in conjunction with Elevator Legs

## GRAIN HANDLING BY SUCTION

THE FLEXIBLE, CLEAN  
AND LABOUR-SAVING METHOD

Eliminate ploughing and sweeping-up by installing a Simon Pneumatic Grain Discharging Plant to work in conjunction with the Elevator Legs. High average capacity maintained.

Definite savings in time and labor secured.

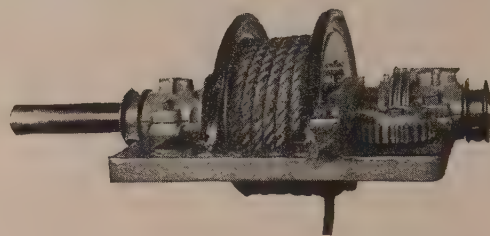
THE SIMON PNEUMATIC SYSTEM IS SPECIALLY SUITABLE FOR DISCHARGING GRAIN CARS. IT DOES AWAY ENTIRELY WITH THE NECESSITY FOR CAR TIPPERS. LARGE CAPACITY—ECONOMICAL.

Simon Suction Plants also installed for handling coal at Power Stations.

**HENRY SIMON, LTD.**  
ENGINEERS, MOUNT STREET  
**MANCHESTER, ENGLAND**

Please address your enquiries  
CONVEYING DEPT., CHEADLE HEATH  
STOCKPORT, ENGLAND

## WELLER POWER SHOVEL



Easy to Install—Easy to Operate  
Positive in Action — Pulls at Any Point

No Counterweights or Counterweight Ropes  
Required. Shipped Ready to Install.



WE MAKE  
A COMPLETE LINE OF  
Grain Handling Equipment

Send us your inquiries

**WELLER MFG. CO.**  
1820-1856 N. Kostner Ave.  
CHICAGO, ILL.

## Too Many Buyers

Read this letter received from  
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.  
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,  
COOK BROTHERS.

Here are the ads referred to

### MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

### DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.





100 to 150 loads pass over this Fairbanks Auto-Truck Scale each day.

## Ten years hence

You need an auto-truck scale for rapid weighing of truck loads of material today. Ten years hence, no doubt, you will need it for heavier and more constant service. So in choosing your auto-truck scale, look ten years ahead and consider in what condition it will be then.

If you invest in a Fairbanks Type "S" Auto-Truck Scale you have this satisfaction. You have a scale patterned after the famous Fairbanks Railway Track Scale. You have scale construction that has proved its ability to sustain accuracy and sensitiveness over a long time—under the severest weighing conditions. You have

a scale built to handle the uneven loads of auto-truck weighing—to take the grueling punishment of heavy traffic over the platform without damage to the scale members.

Ten years hence you will be surprised at the low upkeep of your Fairbanks Scale. You will marvel at its prolonged accuracy. You will appreciate ten times more vividly the quality of material and workmanship put into this scale. You will find lasting satisfaction in the outstanding scale service that you bought when you installed the Fairbanks Auto-Truck Scale.

One of our representatives will gladly give you full details. Or mail the coupon or the booklet, "A Talk on Scales," and Type "S" Auto-Truck Scale specifications.

# FAIRBANKS SCALES

New York  
Broome and Lafayette Sts.

Preferred the



World over

Chicago  
900 S. Wabash Ave.

*And 40 principal cities in the United States*

FAIRBANKS SCALES (Write nearest address)  
Broome and Lafayette Sts., New York  
900 S. Wabash Ave., Chicago

Please send a copy of your free booklet, "A Talk on Scales" and also Type "S" Auto-Truck Scale specifications.

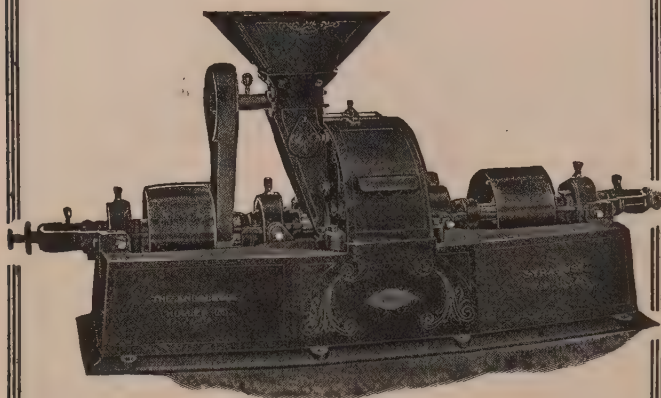
Name .....

Address .....

ASA 301. 4-2103



## The "HALSTED" HAS NO EQUAL



No Seal Rings  
Scientific

Positive Feed  
Economical

Wick Oiler Bearings

Its best friend is the man who has used other makes.

Grinding Plates alike on both sides, and being reversible, gives FOUR cutting edges.

Highest efficiency at the smallest expense.

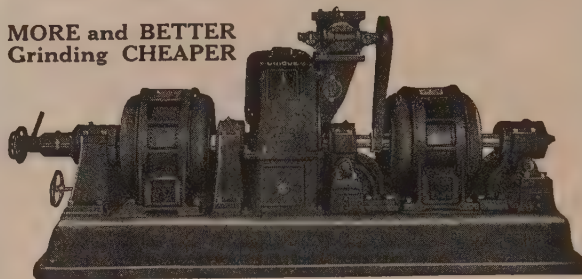
**THE ENGELBERG HULLER CO.**

Incorporated

SYRACUSE, N. Y., U. S. A.

## For Greatest Profit In Feed Grinding, Employ The **UNIQUE** BALL BEARING ATTRITION MILL

MORE and BETTER  
Grinding CHEAPER



The patented curved arm runnerhead admits of producing a greater volume of grinding.

The tramming device insures uniformity of products at all times.

The improved grinding plates—the high grade ball bearings—and the general substantial construction insure that this increased amount of uniform grinding will be done at the lowest possible cost for general maintenance.

We shall be glad to send you complete description on request. Write us.

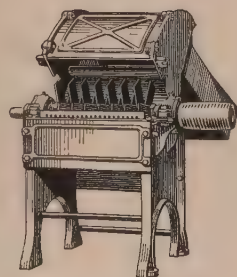
**ROBINSON MFG. CO.**

42 Robinson Bldg.

MUNCY, PA.

CHICAGO OFFICE—111 W. JACKSON BLVD.

## The W-W Hammer Type Feed Grinder



Distributors Wanted.

Write for bulletin and samples of ground feed.

The W-W Feed Grinder Co., Manufacturers, Wichita, Kans.

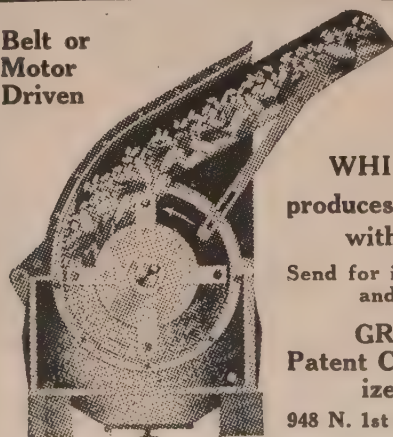
The World's Greatest Feed Grinder

Grinds any grain to any fineness—also alfalfa, etc., separately or together. Makes home grown mixed feed. Five sizes, elevator or blower.

**Price \$150 to \$450**

Most capacity—less power. No loose working parts. Timken roller bearings. 12 years of successful service.

Belt or  
Motor  
Driven



## A Gruendler

**WHIRL-BEATER**

produces a better feed  
with less power

Send for illustrated literature  
and list of users

**GRUENDLER**

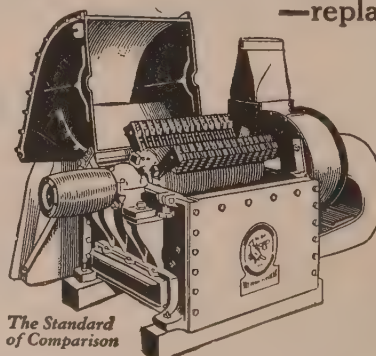
Patent Crusher & Pulverizer Company

948 N. 1st St. St. Louis, Mo.

## "JAY BEE" J. B. SEDBERRY Crusher—Grinder—Pulverizer

### Grinds Any Feed to Any Degree of Fineness

The "Jay Bee" delivers larger capacities with less horse power than any other mill. The "Jay Bee" has no burrs, no knives, no rolls, no breaker plates. Manganese steel hammers, each having sixteen cutting edges reduce friction to a minimum—keep up—keep cost down—replacement parts few.



The Standard  
of Comparison

Investigate today.  
Write for full description  
and prices.

**J. B.  
SEDBERRY  
INC.**

**132 HICKORY ST.  
UTICA, N. Y.**

Beware of imitations. All infringements will be vigorously prosecuted.





"Eureka"—"Invincible" Grain Cleaning Machinery



# JACOBSON SWING HAMMER PULVERIZER

for reducing shelled corn, oats, barley and rye to any desired fineness

**"IT GRINDS TWICE AS MUCH PER HORSEPOWER"**

The Most Extraordinary Mill Ever Invented.

Express to us one or two hundred pounds of screenings, residue from grain or any grain by-product. We will grind your material and send it back for your inspection. The results will amaze you.

Catalog and samples may be had from the undersigned.

#### REPRESENTATIVES

Wm. Watson, 10343 So. Campbell Ave., Beverly Hills Manor, Chicago  
J. Q. Smythe, 3142 Bellefontaine St., Indianapolis, Ind.  
F. E. Dorsey, 3850 Wabash Ave., Kansas City, Mo.  
Bert Eesley, Box 363, Fremont, O.  
Dwight Dill, 700 North Winnetka Ave., Dallas, Tex.

Geo. S. Boss, Grand Hotel, New York City  
S. W. Watson, 123 Maplehurst Ave., Syracuse, N. Y.  
W. M. Mentz, Sinks Grove, W. Va.  
B. M. Estes, 1429 Allston St., Houston, Tex.  
Strong-Scott M'f'g Co., 413 So. Third St., Minneapolis, Minn.

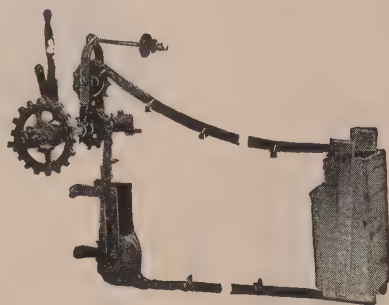
## S. HOWES CO., Inc.

### INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N.Y.



"EUREKA" - "INVINCIBLE" GRAIN CLEANING MACHINERY



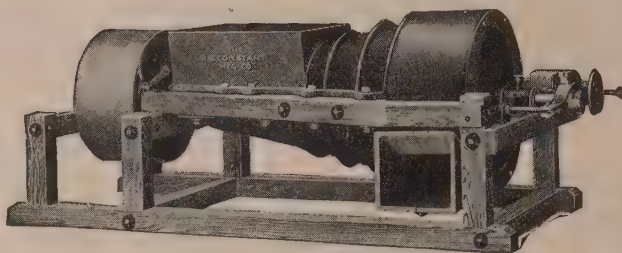


We build our chain feeders to deliver the capacity of the U. S. sheller which is sufficient endorsement of durability and capability.

## Get Your Grain In—And The Farmer Out—In a Hurry. The Cost Is No More

Here is your combination for speed and insurance against the costly "Choke-up."

**The U. S. Chain Conveyor and Feeder  
The U. S. Pitless Corn Sheller  
The U. S. "V" Type Elevator Bucket**



The "V" bucket completes a U. S. Sheller installation by giving the increased elevating capacity required. Manufactured in all sizes with dies stamping the bucket at one operation from a single sheet of metal.

Priced accordingly.

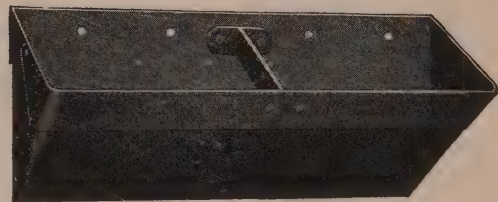
### Statement by Owner

"The U. S. Sheller has devoured everything from cog wheels to 40 feet of drag chain and seems to like it. Leaves the cobs cleaner and in better size than other shellers we are operating."

### Constant XX Century Corporation

Manufacturers of Grain Elevator Equipment  
and XXth Century Flour Mills.

BLOOMINGTON, ILL.



**CONE-SHAPE GRINDERS**

**It PAYS to GRIND ALL GRAINS**

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue. G. N. P. BOWSHER CO., SOUTH BEND, IND.

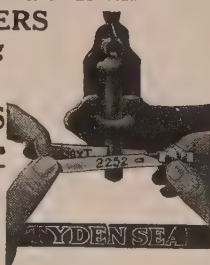
**10,000 SHIPPERS  
Are now using**

### TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

**Prevent  
CLAIM LOSSES**  
Write for samples  
and prices

**INTERNATIONAL SEAL & LOCK CO.**  
Chas. J. Webb, Vice President  
617 Railway Exchange Bldg., Chicago, Ill.



### Cover's Dust Protector

Rubber Protector, \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



*When In Minneapolis  
Stay At*

## The NEW NICOLLET HOTEL

Opposite Tourist Bureau on  
Washington Avenue  
The Northwest's Finest Hotel.  
600 rooms with bath or  
connecting.  
Every room an outside room.  
Largest and Finest Ballroom  
in Northwest.

### Rates:

59 Rooms at \$2.00	257 Rooms at \$3.50
68 Rooms at \$2.50	41 Rooms at \$4.00
84 Rooms at \$3.00	38 Rooms at \$5.00
Suites and Special Rooms at \$6.00 to \$9.00.	

### MAIN DINING ROOM COFFEE SHOP

3 Blocks from both Depots, Retail Center and Wholesale Center.

Under Management  
W. B. Clark



### McMillin Wagon & Truck Dump THE POWERFUL DUMP

Dumps either WAGONS or TRUCKS.

Handles either SHORT or LONG-COUPLED vehicles.

One dump door is all that is required regardless of length of vehicle.

By extending track the one device will dump into several dump doors. Can be operated by hand or power. TWO HORSE power motor is sufficient.

No mechanism under driveway floor.

Does not interfere with scales should dump be near or through scales.

Under full control of the operator at all times.

No delicate parts.

**Rugged—Durable—Substantial—Practical  
Many satisfied users.**

For further information, address

**L. J. McMILLIN**

525 Board of Trade Bldg. Indianapolis, Ind.

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



## See These Liners—

They are bushings—they keep your Link-Belt Silent Chain Drives working at top efficiency even after long years of service.

Notice how the smooth hardened pin fits in between them?

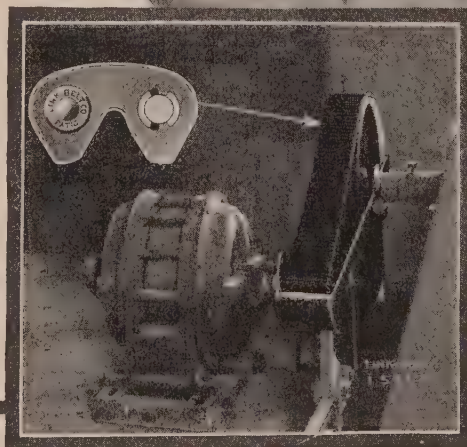
They take all the joint wear—there can be no elongation of the hole or eye of the link—this construction is truly “different”.

There's the secret of durability—and incidentally smooth running, 98.2% sustained efficiency (actual test) in our Silent Chain Drives—it's in the joint construction.

Another reason why Link-Belt Silent Chain Drives, after 5, 10, 15 and even 20 years, are still in service.

Get the complete facts from our Silent Chain Data Book No. 125—sent on request. Drives from  $\frac{1}{2}$  to 10 H. P. carried in stock throughout the country.

2724



### LINK-BELT COMPANY

Leading manufacturers of Elevating, Conveying and Power Transmission Chains and Machinery  
 PHILADELPHIA, 2045 Hunting Park Ave. CHICAGO, 300 W. Pershing Road INDIANAPOLIS, P. O. Box 85, Offices in Principal Cities  
 BUFFALO, 2045 Ellicott Sq. CLEVELAND, 329 Rockefeller Bldg. KANSAS CITY, 1002 Baltimore Ave  
 ST. LOUIS, 3638 Olive St. MINNEAPOLIS, Link-Belt Supply Co., 418 S. 3rd St.

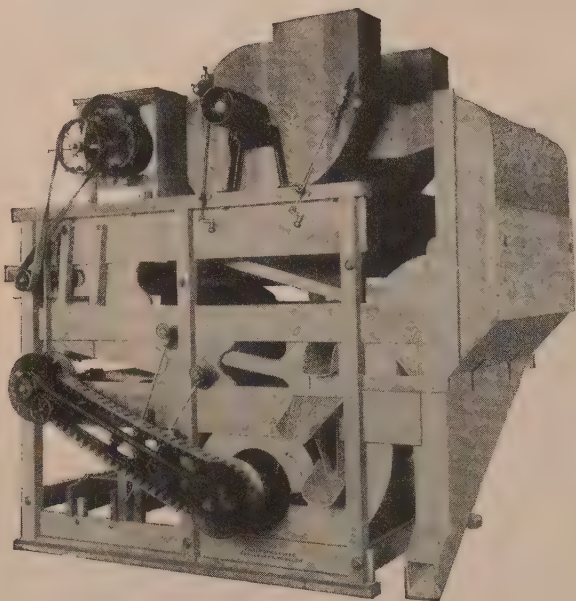
# LINK-BELT

## Efficient Silent Chain Drives



## The "CLIPPER" Bean and Grain CLEANER

### No. 99-D



This Cleaner is widely and generally used in EVERY STATE and in every foreign country in which the Navy, or white pea-bean is grown commercially. There are more Clipper Cleaners used for cleaning and grading beans than all others combined.

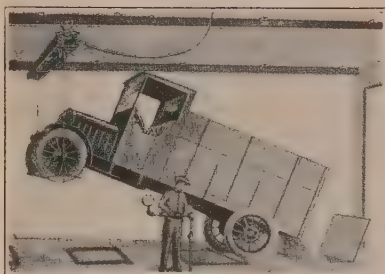
This model is equipped with clay-crushing rolls for breaking up clay so that the screens will remove it. It is also equipped with our Roll Feed Hopper and Variable Air Regulator, Ball Bearing Eccentrics and has all the latest improvements in bean cleaning machinery.

It is an excellent grain cleaner and is often used as a combination cleaner for beans and grain.

Write for catalog describing our full line of Bean Cleaning, Picking and Polishing machinery.

A. T. FERRELL & CO., Saginaw, W. S., Michigan

## STONE'S VEHICLE DUMP



Adjustable to all conditions.

Will dump any size wagon or truck, either long or short, wide or narrow.

Can be used with or without scales.

You can drive on from either end of driveway.

Being portable, will dump into any number of sinks.

Located above driveway, reserving all space below for the storage of grain.

Operated by one man.

Is strong and substantially constructed, entirely of steel.

Will last a lifetime.

Operated by compressed air.

You do not have to close your elevator to install a Stone's Vehicle Dump, as it is complete and is placed in your driveway like a piece of furniture in your home—without the expense of building a house around it.



R. C. STONE ENGINEERING CO., - - 320 Merchants Ex. ST. LOUIS, MO.

## Elevator Supplies



No matter what you need in the way of grain handling equipment or supplies you can get it from us promptly and at the right price. Our stock is the largest and most complete in the country including such items as

KEWANEE TRUCK LIFTS  
AMERICAN ELECTRIC MOTORS  
GOPHER AND ATLAS BELTING  
SUPER-KRAFT CAR LINERS  
PERFECTION GRAIN SPOUTS

Write for a free copy of our new 256-page Catalog for 1926, with wholesale prices.

R. R. HOWELL & CO., MINNEAPOLIS, MINNESOTA

## WHY-A-LEAK--STOP IT

### BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

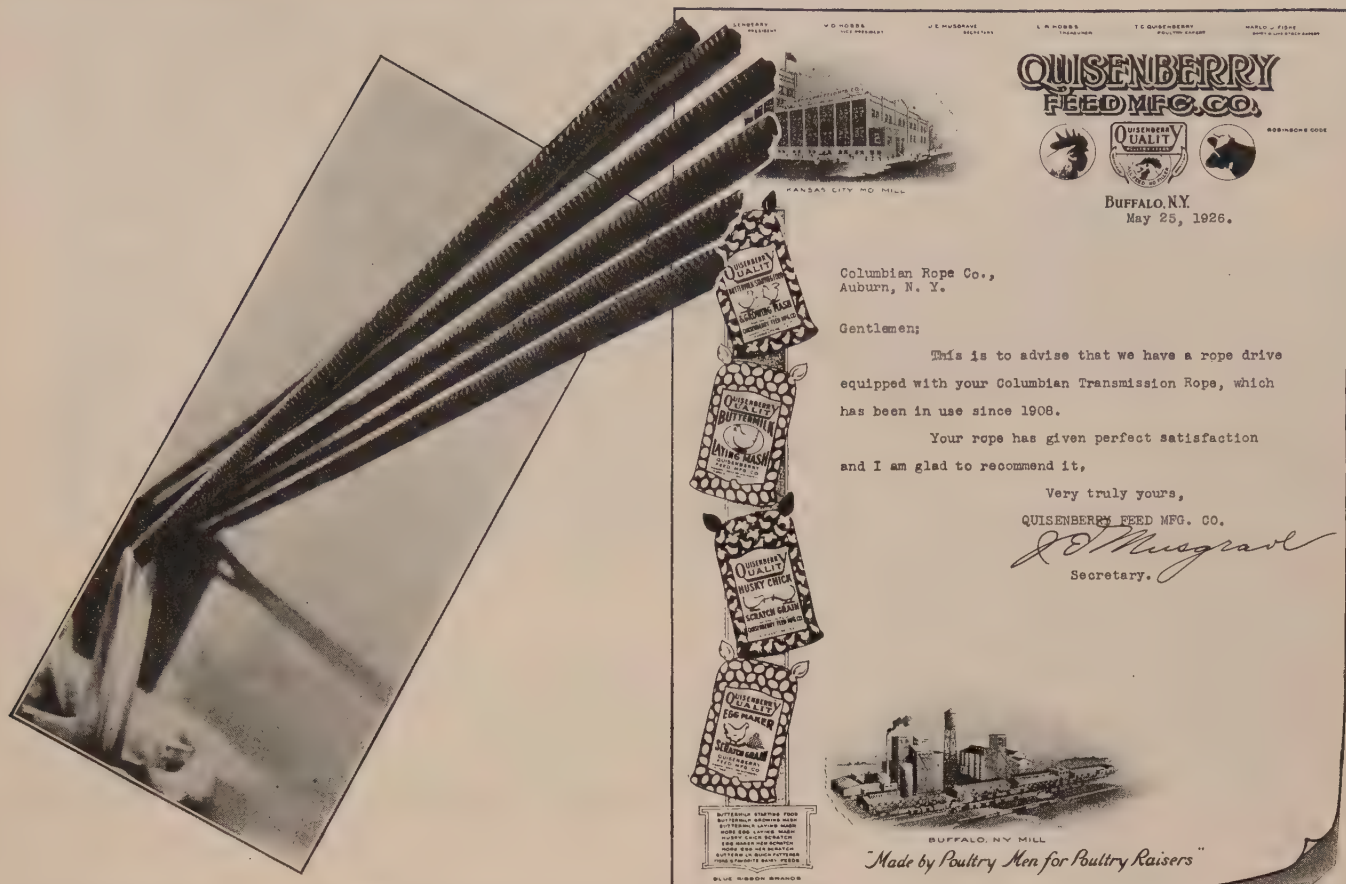
KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY  
SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario





**QUISENBERY FEED MFG. CO.**  
BUFFALO, N.Y.  
May 25, 1926.

Columbian Rope Co.,  
Auburn, N. Y.

Gentlemen:

This is to advise that we have a rope drive equipped with your Columbian Transmission Rope, which has been in use since 1908.

Your rope has given perfect satisfaction and I am glad to recommend it,

Very truly yours,  
J. D. Musgrave  
Secretary.

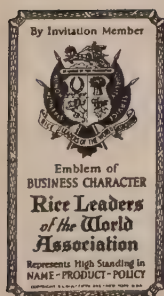
**QUISENBERY QUALITY**  
**BUTTERFLY BRAND**  
**QUISENBERY QUALITY**  
**HUSKY CHICK**  
**QUISENBERY QUALITY**  
**EGG MARKER**

BUFFALO, N.Y. MILL  
"Made by Poultry Men for Poultry Raisers"

## Long Life and Service

A rope drive equipped with Columbian *Tape-Marked* Pure Manila Transmission Rope will give longer and more satisfactory service than the drive equipped with ordinary transmission rope. Letters like the above substantiate this statement.

When you renew the rope on your drive, specify Columbian Transmission Rope, the kind with the red, white and blue *Tape-Marker* and the red and blue outer yarns.



**Columbian Rope Company**

322-60 Genesee Street

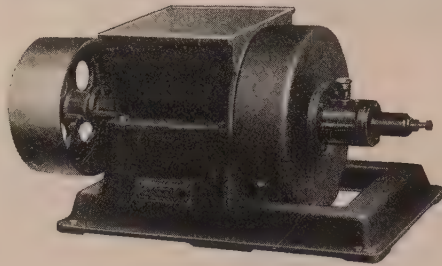
Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans





## DREADNAUGHT EAR CORN CRUSHER



### SUPERIOR CONSTRUCTION

Compare the Dreadnaught Crusher with the old style upright machine! The complicated machinery and poorly fitting parts of the latter inevitably result in lost power, uneven product, and high cost of operation. A glance will tell you the superiority of the Dreadnaught, and a trial will prove it.

WRITE FOR BULLETIN D

**BRYANT ENGINEERING COMPANY**  
PORT HURON, MICHIGAN

*Use*

**DIXON'S**  
SILICA-  
GRAPHITE PAINT

for the economical protection of all exposed metal or wood work.

It is immune from attacks by acids, alkalies, gases, and fumes. Impervious to water and not affected by heat or cold.

The longevity of Dixon's paint is due to the wear-resisting pigment,—flake silica-graphite, and the vehicle, boiled linseed oil.

Write for long service records and Booklet 15-B.

**JOSEPH DIXON CRUCIBLE COMPANY**

Jersey City, N. J.



Established 1827

*Extensively used by U. S. Dept. of Agriculture,  
Federal and State Grain Inspection Depart-  
ments, Grain Trade, etc.*

## Grain Testing and Arbitration Scale No. 5055

*For determination of percentage of damaged kernels; foreign material other than dockage; wheat of other classes; acidity test of corn, etc.*



No. 5055

**TORSION BALANCE CO.**

New York Chicago San Francisco

## Railroad Claim Books

Our Improved Railroad Claim Books are designed especially to expedite the collection of grain, seeds and feed claims. They facilitate the filing, and contain spaces for all the necessary information in the order which assures the prompt attention of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of your claim.

The five forms are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00

411-E contains 100 sets all Form E. Price, \$2.00

411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

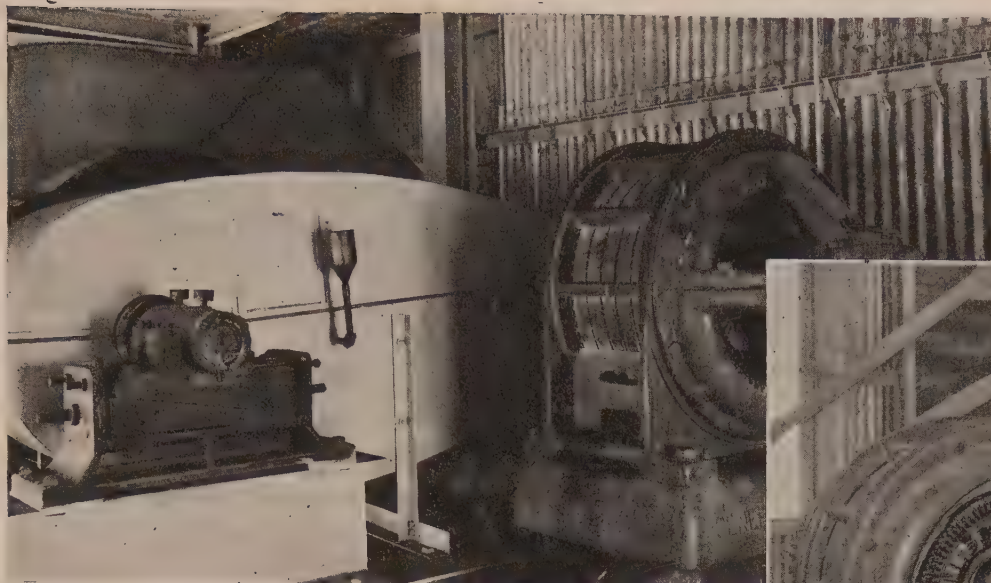
Send all orders to

**GRAIN DEALERS JOURNAL**

309 South La Salle Street

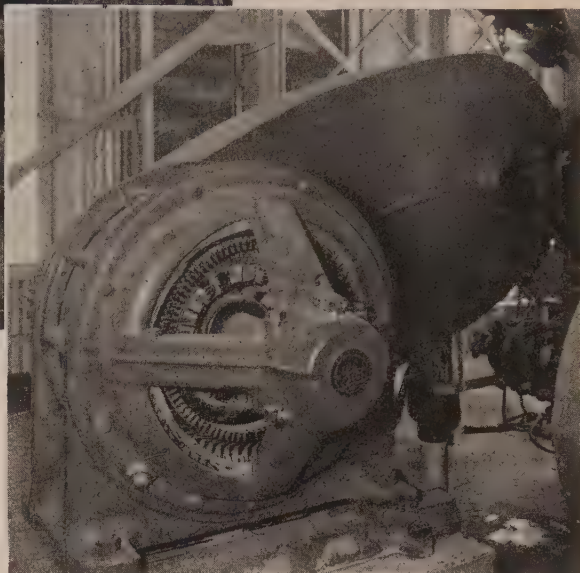
CHICAGO, ILL.





150 H. P. Morse Silent Chain Drive—the first reduction of a double reduction drive on Loffer Leg of Sask. Co-op. Elevator, Buffalo, N. Y.

One of the two 100 H. P. Morse Silent Chain Drives from motors to ship shovels; Sask. Co-op. Elevator, Buffalo, N. Y. Driver, 730 r.p.m., Driven, 365 r.p.m.



## Efficient Operators use Morse Drives

The Saskatchewan Co-op. Elevator Company is just one of many efficient operators who use Morse Silent Chain Drives. It has 16 Morse Drives, totaling 942 h. p., in the first unit of its Buffalo elevator (designed by C. D. Howe & Co., constructed by Monarch Engineering Co.) Constant speed ratios, adaptability to short centers, flexibility, long life—these are important factors in the dependable service given by Morse Drives.

The engineering counsel of Morse Transmission Engineers insures the correct application of the drive. They have been solving power problems for 20 years and more.

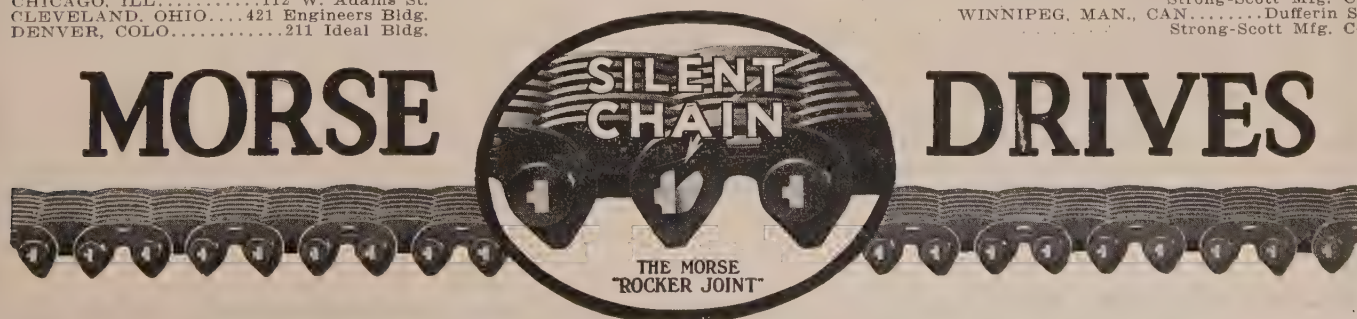
One-tenth to 5,000 H. P., 6,000 to 250 r.p.m. and slower,  $\frac{3}{8}$ " to 3" pitch. Get a copy of publication 28—it illustrates and describes Morse drives in many grain elevators.

### MORSE CHAIN CO., Ithaca, N. Y., U. S. A.

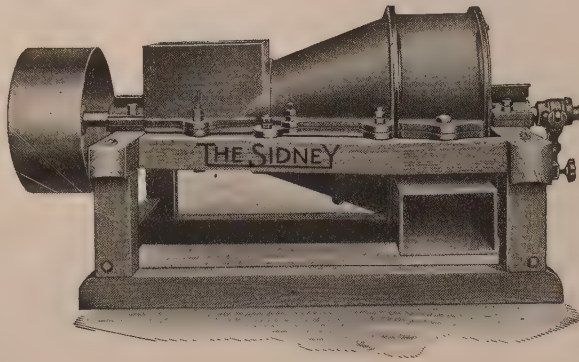
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BALTIMORE, MD.....1002 Lexington Bldg.  
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Moore-Handley Hdwe. Co.  
BOSTON, MASS.....141 Milk St.  
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## Sidney Corn Shellers

All Styles

The Standard for Years

*High in Quality--Low in Price*

Also cleaners, heads, boots, drags, dumps, buckets and complete equipment for your elevator.

**The Sidney Grain Machinery Co.**

Sidney, Ohio

*Successors to Philip Smith Mfg. Co.*



Grain Mktg. Co.  
Chicago  
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Quaker Oats Co.,  
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B. & O. Elevator  
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Santa Fe Elevators  
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Capitol Elevator  
Duluth Minn.

We have equipped 75% of the terminal elevators built or equipped during the last 20 years in the U. S. and Canada. You can profit by this experience.

*Write us for particulars.*

**Cyclone Blow Pipe Co.**

2542-52 W. 21st St.

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# Kewanee

## ALL STEEL TRUCK LIFT

A better truck dumping device—built of steel—hence is everlasting—and the cost installed is no greater than for any other reliable device.

*Kewanee Implement Company*

KEWANEE - - - - - ILLINOIS

**Use**

# Universal Grain Code

and reduce your telegraph tolls.

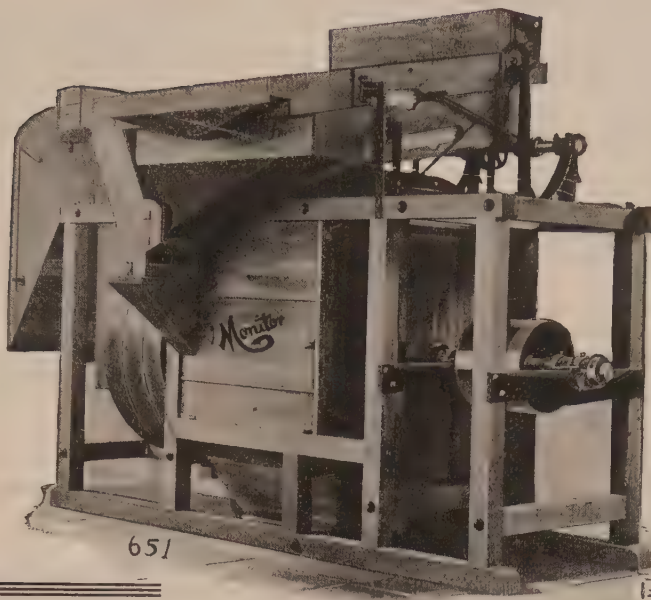
Prepared especially for the grain, millfeed and field seed trades.

It is arranged alphabetically and contains no ambiguities.

150 pages, size 4 $\frac{5}{8}$  x 7 $\frac{1}{8}$  inches. Bound in flexible leather, \$3.00; Board covers, \$1.50. Address Grain Dealers Journal, 309 South LaSalle Street, Chicago, Illinois.



Late installations included two No. 11 MONITOR Oat Clippers.



for E. R. Bacon Grain Co., Chicago, Ill.

## A MASSIVE MACHINE built for service

Study the cut of the MONITOR Oat Clipper and Wheat Smutter above. It's a true representation of the machine.

Note the sturdy design—the fine construction. Then add to that the great work that it is doing everywhere and you have a combination of high degree.

How many of the 1925-26 new plants have **not** specified the MONITOR? It will not take many fingers to count them. There is surely a reason and it again proves that real quality is recognized always.

## Huntley Manufacturing Company

Department B

(Eventually  
Brocton, N. Y.)

SILVER CREEK, NEW YORK

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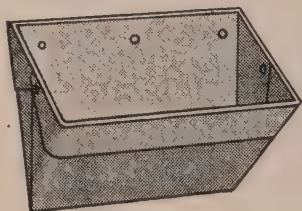
J. J. Ross Mill Furn. Co.

**Canadian Plant**

Tillsonburg, Ontario.



## Premier "V" Type Elevator Buckets



The strongest bucket made, unequalled for rigidity and wear. Made from one piece of steel with an extra deep fold at front and back and lap at ends riveted with two or more rivets.

Any required bushels per hour capacity can be secured with

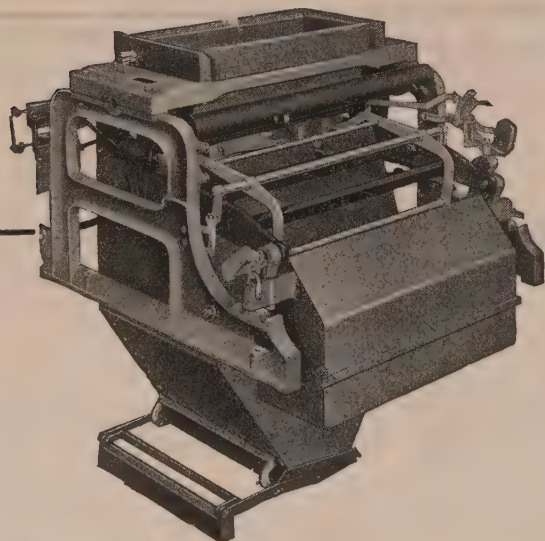
PREMIER buckets at a lower first cost of installation than any other type of bucket and cost of upkeep is in the same proportion.

For future reference you should have in your files a copy of our tables giving the capacity in bushels per hour of Premier "V" buckets when used with head pulleys from 24 inches to 84 inches in diameter. Other valuable information is included regarding the correct design and dimensions of elevator heads, etc.

Write us at once for a copy.

We also manufacture Steel Elevator Heads, Boots, Legging, Flexible Spouting, Boot Tanks, Conveyor Boxes and all other equipment for Grain Elevators that can be made from steel.

**The Sheet Metal Products Co.**  
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KANSAS CITY, MO.



## The Richardson Automatic Grain Shipping Scale

at St. Louis is weighing under official supervision, and the results have been accurate within 1/54 of 1%. Nine car-loads taken at random (729,000 lbs.) show an error of only 135 lbs.

Install a RICHARDSON Fully Automatic Scale in YOUR elevator. Thousands in use all over the country

*Claims are paid when Richardson-weighed*

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## SUPERIOR ELEVATOR CUPS

Are the most efficient on the market.

There is a reason.

These big Elevators know from experience

Western Maryland Ry. Co....Baltimore  
Port of New Orleans.....New Orleans  
Santa Fe Elev. "A".....Argentine, Kans.  
C. H. & D. Elevator.....Toledo, O.  
East Side Iron Elev.....Toledo, O.  
Strauss Co., Inc.....Portland, Ore.

Write us for full information and free cup.

**K. I. WILLIS CORPORATION**  
MOLINE ILLINOIS



## THE NEW BADGER CAR MOVER

**30 DAYS' FREE TRIAL**

Will spot your cars cheaply, easily and without delay.

Its patented features and quality materials make it the most efficient and durable mover being sold.

Try it out for thirty days in your plant,

THE ADVANCE CAR MOVER CO., APPLETON, WIS.

## What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ill.

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**Grain Dealers Journal**

309 So. La Salle St.

CHICAGO, ILLS.



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### Folwell-Sinks Form Lifting **JACKS** and **Steel Yokes**

for Grain Elevator, Silo and  
Coal Pit Construction

Write for literature and prices

Manufactured and Sold by

**NELSON MACHINE CO.**  
WAUKEGAN, ILL.

Patented

### Younglove Construction Company

Grain Elevators, Transfer Houses,  
Coal Pockets, Feed Plants  
Wood or Fireproof Construction

*"If Better Elevators are Built  
They will STILL be Youngloves"*

SPECIALIZING

Concrete Pits that ARE Waterproof

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Designers and Builders of  
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Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS  
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Grain Elevators a Specialty

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Specialists in  
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Our elevators stand every test,  
Appearance, Strength, Durabil-  
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Estimates and information promptly furnished

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**L. J. McMILLIN**  
**ENGINEER and CONTRACTOR of**  
**GRAIN ELEVATORS**  
Any Size or Capacity  
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Designers of  
Flour Mills and Grain Elevators,  
Warehouses, Power Plants and  
Industrial Buildings.  
Preliminary Sketches and Estimates,  
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New Board of Trade, Kansas City, Mo.

For elevator and mill supplies we  
issue a net price catalog. If in  
the market write us for one.

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It is the returns from advertising that  
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Designers and Constructors  
of the better class of grain  
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**T. E. IBBERSON CO.**  
CONTRACTING ENGINEERS  
MINNEAPOLIS, MINN.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you  
help it to more efficient work in improving grain trade conditions.





One of a  
**Group of Elevators**

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.  
The Saskatchewan Co-operative Elevator Co., Limited.  
The Grain Growers' Grain Company, Limited.

**THE BARNETT-McQUEEN COMPANY, LIMITED**

*Designers and Builders of GRAIN ELEVATORS*

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.



**Missouri Pacific Railroad Co.**

2,500,000 Bu. Concrete Grain Elevator

St. Louis, Mo.

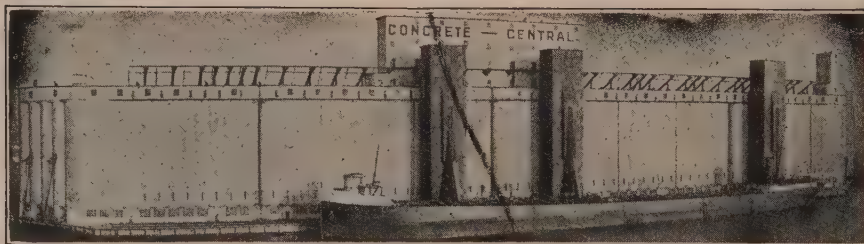
DESIGNED AND BUILT BY

**Folwell-Ahlskog Co.**

*Engineers and Constructors*

323 N. Michigan Ave. Chicago, Ill.

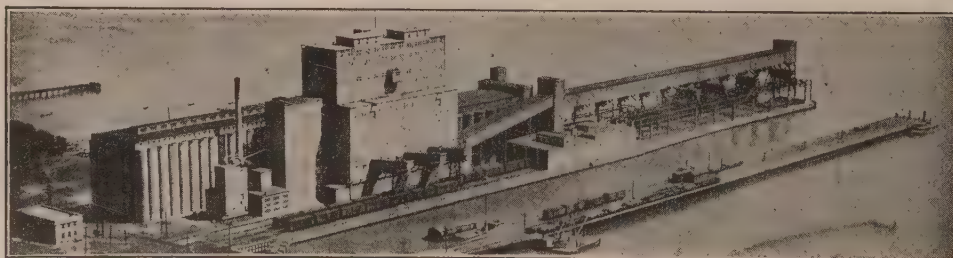
Operated by  
The Eastern Grain,  
Milland Elevator  
Corporation



Concrete-Central  
Elevator, Buffalo, N. Y.  
Capacity  
4,500,000 Bushels

Designed and Built by  
**Monarch Engineering Company**  
Buffalo, N. Y.

Capacity  
5,000,000  
Bushels



Equipped with  
Four Stewart  
Link-Belt  
Grain Car  
Unloaders

**Pennsylvania R. R. Elevator, Baltimore—The Most Modern Elevator in the World**

Designed and Constructed by

**James Stewart and Company, Inc.**

W. R. Sinks, Mgr. Grain Elevator Dept.

Designers and Builders of GRAIN ELEVATORS in All Parts of the World

1210 Fisher Bldg., Chicago, Ill.



## 2,500,000 Bu. Terminal Grain Elevator

*Designed for*

**The Philadelphia Grain Elevator Company**

Port Richmond

BY

**FEGLES CONSTRUCTION CO., Ltd.**

ENGINEERS—CONTRACTORS

Minneapolis, Minn.

Fort William, Ont.



## Kimbell Milling Company Elevator Fort Worth, Texas

**Total capacity 1,100,000 bushels**

First unit including headhouse with 550,000 bus. storage completed 1924; second unit 250,000 bus. storage completed 1925; third unit 300,000 bus. storage (not shown in engraving) now under construction.

Designed and Built by

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*Grain Elevators—Flour and Feed Mills*

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## Santa Fe Elevator "A"

**Kansas City, Kans.**

**Capacity  
6,500,000 Bushels**

**John S. Metcalf Co.**

*Grain Elevator Engineers and Constructors*

111 W. Jackson Blvd., Chicago

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**McKenzie-Hague Co.**

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Contractors*

Minneapolis, Minn.



Hallett & Carey Co. Elevator  
Minneapolis, Minn.  
now under construction



## DAY Dust Collectors

have been standard equipment in better grain elevators for over forty years.

*There's a Reason*

**The Day Company**

*Dust Collecting Engineers*

1023-5 Lyndale Ave., N. Minneapolis, Minn.



# Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

## ELEVATORS FOR SALE.

**NORTHERN IOWA**—Elevator property for sale in good territory and an old established business. Price very reasonable. Address 56L1, Grain Dealers Journal, Chicago, Ill.

**MISSOURI**—15,000 bu. elevator for sale, doing good business. Handles coal, feed and flour. Good reason for selling. Address 56M29, Grain Dealers Journal, Chicago, Ill.

**INDIANA**—The Richland Elevator at Earl Park, Indiana, for sale. Let me hear from you—a bargain is waiting. Address Lee Dinwiddie, Assignee, Fowler, Indiana.

**CENTRAL OHIO**—10,000 bu. elevator for sale; all sidelines; no competition; excellent farming section. Poor health reason for selling. Address 57Q14, Grain Dealers Journal, Chicago, Illinois, for particulars.

**EASTERN SOUTH DAKOTA**—Two 25,000 bu. elevators for sale; cribbed construction; gas engine; on C. M. & St. P. R. R.; first class condition. Address 56K12, Grain Dealers Journal, Chicago, Illinois.

**MICHIGAN**—5,000-bu. elevator for sale; potato, feed, grinding, coal and all sidelines. Best reason for wanting to sell. Very reasonable price; terms. Address 57N2, Grain Dealers Journal, Chicago, Ill.

**THE WANTED - FOR SALE DEPARTMENT** of the Grain Dealers Journal is a market place where buyer and seller, employer and employee, and those offering investments can meet to their mutual advantage and profit, and it will pay every subscriber to give these columns a close study twice each month, because of the constantly changing variety of opportunities seeking your consideration.

**CENTRAL ILLINOIS**—20,000-bu. elevator on I. T. S. for sale; electric power; first class condition. Good coal storage, one car cap. cork lined ice house, 1½ acres of land and good 4-room house go with elevator. Town situated in excellent grain territory, good schools and churches. An experienced grain man can buy this property at a low figure and realize large profits on his investment. Address 57P7, Grain Dealers Journal, Chicago, Ill.

**GRAIN MEN—ATTENTION!—FOR SALE**  
**TOLEDO, OHIO**—One grain elevator, completely equipped and ready for operation, located on leased ground at the intersection of Hamilton Street and the tracks of the Toledo, St. Louis & Western Railroad.

The machinery and equipment includes ten 20,000 bushel steel grain tanks; conveyor system to and from tanks; one 40-ton Fairbanks Hopper Scale installed; dryer; kiln; clipper; dustless cleaner; bagging scale; sewing machine; ten motors installed; shafting; belting; pulleys; bins, etc.

**ABOVE DESCRIBED PROPERTY TO BE SOLD TO HIGHEST BIDDER ON AUGUST 17, 1926, AT 2:00 O'CLOCK P. M. SALE TO BE HELD AT SITE OF ELEVATOR.**

Appraised at \$20,000.00. Sale is subject to confirmation by Bankruptcy Court. Terms, cash.

GEORGE R. EFFLER,  
Trustee in Bankruptcy of  
The Central Grain Company.

## ELEVATORS FOR SALE

**NORTHEAST KANSAS**—Good elevator for sale on Santa Fe R. R. Business good. Address 56M1, Grain Dealers Journal, Chicago, Ill.

**CENTRAL OHIO**—30,000-bu. elevator; side lines; good grain country; closest competitor 4 mi. Retiring from business; priced to sell. Write 57P16, Grain Dealers Journal, Chicago, Ill.

**NORTHERN ILLINOIS**—Seven grain elevators for sale with coal, fence, lumber and building supply yards at small stations, good proposition, reasonably priced, no trades. Will sell one or more or all together. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

**CENTRAL MICHIGAN** elevator for sale, located in heart of bean district; electrically equipped; in good condition; handles feed, coal, cement, fertilizer, posts, fencing, etc., as sidelines; no competition. Address 57P14, Grain Dealers Journal, Chicago, Ill.

**EASTERN KANSAS**—Best small line of elevators offered for sale account of owner having "made his" and wishes to retire. Four modern ironclad elevators. Live in city and visit all stations daily. Have earned enough in two seasons to pay for price asked. Address 57N12, Grain Dealers Journal, Chicago, Ill.

**INDIANA**—High grade electrically equipped elevator for sale, with grinder, good warehouse room, coal, feed and grain business. Favorably located as to freight rates to river and eastern markets. A one-man house during dull season. Fine opportunity; good terms. Address 57P9, Grain Dealers Journal, Chicago, Ill.

**CATES, INDIANA**—20,000-bu. cribbed iron clad elevator for sale; truck and wagon dump; feed grinder; Fairbanks-Morse 25 H.P. Engine; 15 T. Fairbanks Scale; 2-room brick office; 20x40 feed house. All in good condition, on NYC RR main line. Price right. Address M. Conover, Owner, Cates, Indiana.

**BARGAIN IF TAKEN AT ONCE**—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

**CENTRAL ILLINOIS**—Two grain elevators in one of the best grain sections of state for sale; capacity 22,500 and 25,000 bus., also 80,000 bu. extra for oats storage; located on Ill. Central; Randolph Grain Drier; electric power; both houses and their equipment in excellent condition; special storage rates for oats and corn; 260,000 bus. grain handled annually. Must be sold together. In order to close an estate this property will be sold at a low price for quick sale. Address 56M21, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR FOR SALE OR TRADE.

**INDIANA** grain elevator, feed and coal business for sale or trade; excellent condition; town of 1,600, in good section. Leased for 2 years at \$1,500 per year. Address 57P2, Grain Dealers Journal, Chicago, Ill.

## ELEVATOR BROKERS.

**ALWAYS HAVE ELEVATORS** for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

**WE HAVE A LIST** of good elevators throughout Indiana at real worth-while prices. Write or wire us your wishes at 602 Board of Trade, Indianapolis, Ind. Will meet you any time by appointment. John McComas.

## ELEVATORS WANTED

**WANTED TO LEASE OR BUY** elevator in Nebraska. Address 56M20, Grain Dealers Journal, Chicago, Illinois.

**FOR EXCHANGE**—A fine 160 acre dairy farm close to city of 20,000, Central Illinois, for a grain elevator. Give full information in your first letter. Address 57Q6, Grain Dealers Journal, Chicago, Illinois.

**IF YOU DO NOT** find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

## FEED MILL FOR SALE

### MILLING IN TRANSIT FEED MILL

**FOR SALE**—Empire Mills at Olean, N. Y. Storage capacity 65,000 bus. bulk grain; 21,800 ft. warehouse room for sacked goods; all machinery for feed; manufacture no flour. Private switch with track scale. Bargain for someone. Felt Bros. & Gage Co., Olean, N. Y.

**KENTUCKY**—Good going feed business for sale at live growing centrally located Louisville, Ky. Consisting of poultry and pigeon feed manufacturing plant, grain elevator, mills, cracked corn polisher, aspirator, 8 Midget Marvel percentage mixers, grain bins, large storage capacity consisting of 39,000 sq. ft. of floor space. A real opportunity for parties with sufficient capital to operate properly. Many side lines. On railroad tracks in R. R. terminal. Now shipping poultry and pigeon feed to South and Southeast as well as to Central States. Electrically equipped. Good formulas and well known brands. Can tell you where to buy and where to sell. Address 57P17, Grain Dealers Journal, Chicago, Ill.

## MILLS AND ELEVATORS FOR SALE.

**CENTRAL MICHIGAN**—First class water-power flour mill and elevator for sale. Excellent farming and dairy country. Address Farwell State Savings Bank, Farwell, Mich.

**ILLINOIS** Mill and Elevator for sale; capacity 500 bbls. either hard or soft wheat; storage capacity 100,000 bus. Best built and equipped mill in Ill. Modern to the minute; latest improved machinery; two residences next to elevator which rent for \$100 per month. Wavering Bros. Milling Co., Quincy, Ill.

## YOU MAY BE MISSING SOMETHING.

**AN ILLINOIS** elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

## Terminal Transfer Elevators

For sale in Chicago District; small; fully equipped with cleaners, clippers and sulphuring machinery; first class condition, now operating. Storage capacity 125,000 bushels; handling capacity 25 cars daily. Going concern with established business that will go with elevators. Address 56F30, Grain Dealers Journal, Chicago, Ill.



## BUSINESS OPPORTUNITIES.

**BUFFALO, N. Y.**—Feed warehouse on the NYC RR for sale. Steady income from property pays nearly all interest and fixed charges. Excellent opportunity for right party. Address 57N1, Grain Dealers Journal, Chicago, Ill.

**WHATEVER** your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

## BUSINESS OPPORTUNITY WANTED.

**WANT TO LEASE**, manage or buy part interest in a good grain business; 15 years' experience. Prefer Ind. or Eastern Ill. Address 56L14, Grain Dealers Journal, Chicago, Ill.

## FLOUR FOR SALE.

**MIXED CARS OF FLOUR AND MILL FEEDS** in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. **ANSTED & BURKE CO.**, Springfield, Ohio.

## SAMPLE ENVELOPES.

**SAMPLE ENVELOPES—SPEAR SAFETY**—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable, size 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.25 per hundred f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

## FUNNY EXPERIENCES.

### FUNNY STORIES WANTED.

Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

## Bargain Sale in Soiled and Shelf Worn Books.

**Triplicating Grain Ticket Book**; binding damaged in reshipment. Price \$1.50 and postage. Order "Bargain 19 G. T."

**Two Railroad Claim Books** containing 100 sets of claim blanks for overcharge and index, \$1.50 each and postage. Order "Special 411-E."

**Gas Engine Handbook**, by E. W. Roberts, contains many useful rules and hints of value to the operator of a gas engine. Size 3½x5½, 264 pages, bound in leather. Shelf worn. Weight 6 ozs. Price \$1.00 and postage. Order "Gas Engine Special."

**Receiving and Stock Book** for keeping separate daily record of each kind of grain received; 160 pages; 20 lines to page; space for 3,200 loads of grain; printed on ledger paper, high grade binding. Soiled; price \$2.00 f. o. b. Chicago, weight 2¼ lbs. Order "Special 321."

**One Double Indexed Car Register**, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$2.00.

**Sales, Shipments & Returns**, a combined sales and shipping ledger, providing spaces for complete detailed information regarding returns from each shipment; 80 double pages, each page containing space for recording 29 shipments. Soiled from being used as printer's sample. Price \$1.75 f. o. b. Chicago. Order Special 14AA.

GRAIN DEALERS JOURNAL,  
309 S. LaSalle St., Chicago, Ill.

## SITUATION WANTED

**WANT** position as manager of Farmers or Indpt. Elevator; 15 years' experience; can talk German; best of references. Address 57Q5, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position as manager grain elevator; 20 years' experience; understand sidelines; good bookkeeper; references. Address 56J20, Grain Dealers Journal, Chicago, Ill.

**POSITION** wanted as manager of grain elevator by man with 16 years' experience; 45 years old; no family. Will go anywhere. Address 57Q10, Grain Dealers Journal, Chicago, Ill.

**POSITION** wanted as manager of grain elevator; 15 years' experience in grain, coal, feed and seed; furnish reference and bond. Address C. M. Hayse, 1321 Maple St., Sioux City, Iowa.

**POSITION** wanted as superintendent or foreman of grain elevator of 150,000 to 500,000 bu. capacity. Can go anywhere at any time. Address 57Q15, Grain Dealers Journal, Chicago, Ill.

**POSITION** wanted by two young men as second men in either Farmers or Line Elevator; have had some experience and can take full charge in time of an emergency. Address 57P19, Grain Dealers Journal, Chicago, Illinois.

**WANT** position as manager of elevator in some good grain section where right man can get the business. Will refer you to a company where I built up a business from \$30,000 to over \$200,000 a year. Will be open for a position Aug. 1. What have you to offer? Write 57P12, Grain Dealers Journal, Chicago, Ill.

**POSITION** wanted by married man 27 years of age, 8 years' experience in grain, feeds, seeds, coal; thoroughly acquainted with the business, have been active in management; 4 year high school and 2 years' college education; bookkeeper; typist; experienced in transit privilege; references. Address 56K19, Grain Dealers Journal, Chicago, Ill.

## PARTNER WANTED.

**EXPERIENCED** grain man wants partner with some capital to join in buying small line grain houses. Exceptional opportunity. Address 57Q9, Grain Dealers Journal, Chicago, Ill.

**YOU CAN SECURE** a partner if you make your wants known to the grain trade through the Partners Wanted column of the Grain Dealers Journal.

## HELP WANTED.

**WANTED** to get in touch with two or three good salesmen to take charge of entire states or districts, calling on the wholesale trade, selling a quality line of all kinds of stock and poultry feeds. This is a real opportunity for a competent man who has had experience and who will succeed with us. Address 57N7, Grain Dealers Journal, Chicago, Ill.

## SCALES FOR SALE.

**RICHARDSON Automatic Scales**, 4 to 8 bu. capacity for sale; fine condition. Also R. R. track scales. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

**SECOND HAND SCALES** for sale of any make, size or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

**SIX FAIRBANKS Hopper Scales**, 1600 bu., with type registering beam for sale, good as new. They are coming out of grain elevators we are now dismantling for the Santa Fe Ry. Co., Argentine, Kas. We will guarantee same to be complete and in good working order. Will sell one or all. J. Goldberg & Sons Struc. Steel Co., 800 E. 18th St., Kansas City, Mo.

## SCALES WANTED.

**WANTED**—Richardson Automatic grain and bag portable scales. State capacity, how long used and lowest price. Morse Engineering Co., Kansas City, Mo.

## MACHINERY WANTED.

**WANT TO BUY** your used attrition mill, Triumph Sheller, Crusher and Elevators. State size, make, condition and lowest cash price. L. F. Perrin, Box 375, Port Huron, Michigan.

**REPLY REGARDING MY AD.** I received twelve answers from the first appearance. In fact, sold machine to first inquirer—could sell a carload of them from one insertion.—C. A.

## STORAGE TANK WANTED.

**WANTED**—Slightly used steel grain tank, 25,000 or 50,000 bu. capacity. Address Lexington Elevator & Mill Co., Lexington, Ohio.

## OFFICE EQUIPMENT WANTED.

**WANT TO BUY** office safe, must be in good condition. State size inside and price. Write 57Q16, Grain Dealers Journal, Chicago, Ill.

## DYNAMOS—MOTORS

**DYNAMOS AND MOTORS WANTED**—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

## INFORMATION BURO.

**READERS DESIRING** to learn by whom or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

## KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

State.....



## MACHINES FOR SALE.

**FOR SALE**—One combination corn and cob separator and small grain cleaner. Price \$100. John Murray & Son, West Jefferson, Ohio.

**FOR SALE**—Latest model J. L. Owens "50" Dual Marquis Cleaner. Full equipment. Address McLaughlin Elevator Co., Cando, No. Dak.

**FOR SALE**—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

**HESS DRIER** for sale, in first class condition. Capacity 800 to 1,200 bushels grain per day. Will sell for less than half price. The Iowa Seed Co., Des Moines, Iowa.

**FOR SALE**—One 18" belt driven Halsted Attrition Mill in good condition. Price very reasonable. L. J. McMillin, 525 Board of Trade Building, Indianapolis, Indiana.

**FOR SALE**—One 25-h.p. Type Y Fairbanks-Morse Oil Engine. One 24-in. Bauer Attrition Mill, ball bearing. Both machines in good working order. C. C. Shira, Sidney, Indiana.

**FOR SALE**—One Model M Economy Bag Closing Machine for sewing and closing small bags containing from 5 to 100 lbs. material. Also one Invincible Friction Clutch Dust Packer. Write 57Q2, Grain Dealers Journal, Chicago, Ill.

**MIDGET MILL** for sale with scrubber, separator, various shafting, pulleys and other practically new machinery including 25 h.p. A. C. motor. What can you use? Address Bank of Ipswich, Ipswich, Edmunds Co., S. Dak.

## ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper, including Out Board Bearing. Wire us for price on this. Standard Mill Supply Company, 501 Waldheim Bldg., Kansas City, Mo.

## REBUILT MACHINERY FOR SALE.

One 18 inch Monarch B. B. Belt Mill.  
Three 24 inch Bauer B. B. Belt Mills.  
Three 24 inch R. O. Munson Belt Mills.  
Two 18 inch R. O. Munson Belt Mills.  
One ¾-ton Batch Mixer.  
Several Buhr Mills, various sizes and types.  
Motors and transmission machinery.

Munson Mill Machinery Company, Inc.,  
210 Seward Ave. Utica, N. Y.

**FOR SALE**—One 20 H.P. Fairbanks-Morse Type Y Oil Engine, in fine condition, price \$275.  
One 12½ KW 125 Volt Fairbanks-Morse DC Generator with switchboard and instruments, almost new, \$75.00.

One 7½ HP 115 Volt Fairbanks-Morse DC Motor, \$40.00.

One 2 HP 115 Volt General Electric DC Motor, \$25.00.

Above guaranteed in first class operating condition. Additional information on request.

C. F. Smith & Co., West Alexandria, Ohio.

## MACHINERY FOR SALE

- 2 Allis-Chalmers 50 h.p. Motors.
- 1 Williams large size Pulverizer.
- 1 Eureka Improved Batch Mixer.
- 1 B. & L. 9"x30" Double Roller Mill.
- 1 Eureka No. 453-A Cracked Corn Separator.
- 1 Monitor No. 5 Dustless Ckd. Corn Separator.
- 1 10"x41' steel spiral conveyor.
- 1 12"x12' steel spiral conveyor.
- 2 Bucket Elevators 38" between centers.
- 5 Cyclone Dust Collectors.
- 7 Style B Draver Percentage Feeders with master drive.
- 1 30' 9" L. H. Cut Fligh Conveyor.
- 1 8' Brown Portable Bag Piling Machine with motor.
- 1 Cincinnati Time Registering Clock.
- 1 Freemans No. 4 Grain Cleaner and Corn Sheller.
- 1 Fairbanks 5 bu. Automatic Receiving Scale.
- 1 alcohol gas stove.
- 1 No. 5 Invincible Oat Clipper.
- 1 2-lb. Torsion Balance Scale.

DIAMOND MILLS, Evansville, Ind.

## MACHINES FOR SALE

**COMPLETE EQUIPMENT** for a 400-barrel outfit, cheap. Machinery in first class condition. Reducing capacity. Will accept in trade a 100-barrel outfit. Address E. C. Flagle, Supt., Charleston, Mo.

**FOR SALE**—One 3 pair high 9x24 Differential Drive Nordyke & Marmon roll with LePage Cut—in excellent condition. Price reasonable. L. J. McMillin, 525 Board of Trade Bldg., Indianapolis, Indiana.

**FOR SALE**—1 Hess corn and grain drier new, never has been set up, capacity 1200 bu. per 24 hours, crated for immediate shipment. Bargain. 1 double stand 9x30 B. & L. Moline roll LePage cut. Address Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

**ATTRITION MILLS:** 1 20" B. B. Dreadnaught, 22" B. B. Monarch with drive, 16" B. B. Robinson, 14" Diamond Huller, 24" Monarch with 2 15-h.p. motors, 24" single head Bauer Bros. motor driven, 18" Halsted plain bearing. Corn shellers, new and used; dust collectors, new and used; new 1,100-lb. vertical mixer; elevators large and small; all steel elevator boots; Roller Mills corrugated for cracking corn; Bowsher Mills; corn scourer; Monarch Crusher; 2 and 8 bu. Richardson Automatic Scales; Smith Exact Weight Scale; hopper scales; grading reels; 1 Fairbanks Sacking Scale; clutches; Richardson Oat Separator; No. 1 and 2 Monarch Separators; Oxford Bean Polisher; Giant Bean Picker; Crippen Bean Picker; coal unloader; tighteners; large and small pulleys. Everything for the elevator; prices right. A. D. Hughes Co., Wayland, Mich.

## MACHINES FOR SALE.

**FOR SALE**—One 25 hp. Chandler Taylor Steam Engine. Also a car puller. Address C. A. Zelle, Tolono, Illinois.

## ATTRITION MILLS

Two 22-in. double head Bauer Ball Bearing, motor driven, Attrition Mills. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

**ONE J. L. OWENS CLEANER** No. 50 for sale; used 7 years; sieves for flax, wheat, oats, barley and corn; in good condition; capacity 500 bu. per hour. Price \$250. Address B. B. Anderson & Sons, Estherville, Iowa.

**WANTED** to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

## REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

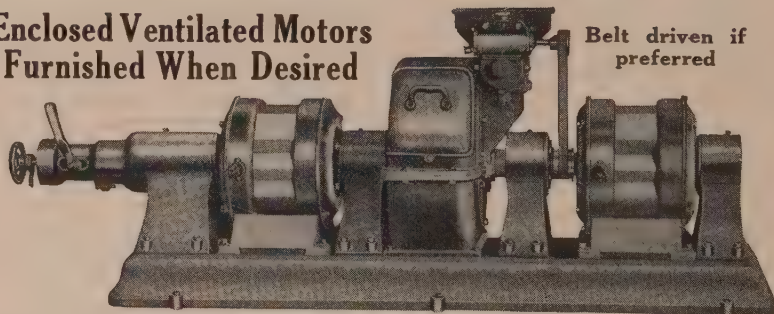
Write us without delay.

SPROUT, WALDRON & CO.,

9 S Clinton St. Chicago, Ill.

Enclosed Ventilated Motors  
Furnished When Desired

Belt driven if  
preferred



## Build Up a Profitable Side Line

Before competition forces you to install a feed grinder to hold your present trade, why not develop the side line of feed grinding and draw new customers to your elevator.

## The MONARCH Ball Bearing Attrition Mill

is a sturdy, dependable feed grinder that has for more than 16 years demonstrated consistently that it will grind all kinds of grain uniformly with a minimum amount of power and upkeep expense and stay in service longer than any other type of machine. We have an interesting booklet of attrition mill facts for you. Will you write for it now—just ask for booklet "T" 10.

SPROUT, WALDRON & CO.

1202 Sherman St., Muncy, Pa.

Chicago Office Kansas City Office San Francisco Office  
9 S. Clinton St. 612 New England Bldg. 726 Harrison St.





## SEEDS FOR SALE—WANTED

### Directory

#### Grass and Field Seed Dealers

##### BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale and merchants.

##### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

##### COUNCIL BLUFFS, IOWA.

Council Bluffs Seed Co., seed corn, nothing else.

##### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.

##### FT. WAYNE, IND.

Wolf Seed Co., wholesale field seeds.  
Kraus & Apfelbaum, field seed dealers.

##### INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

##### KANSAS CITY, MO.

J. G. Peppard Seed Co., field seed merchants.  
Rudy-Patrick Seed Co., field seed merchants.

##### LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.

##### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Kellogg Seed Co., field and grass seeds.  
North American Seed Co., wholesale grass & field seeds.

##### MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seed merchants.  
Northrup King & Co., field seeds.

##### ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

### SEEDS FOR SALE.

**NEW CROP TIMOTHY**—This year's seed is above average quality but limited in quantity. Ask for prices on small lots or car loads.

A. D. HAYES, New London, Iowa.

**SEED BUYERS AND SELLERS** can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds for Sale—Wanted" columns of the Grain Dealers Journal, Chicago, Ill.

### SEEDS WANTED

**WE** are buyers of large Black Sunflower Seed. Make sample offers. I. L. Radwaner Seed Co., Inc., 11 Water St., New York, N. Y.

**KELLOGG**  
SEED COMPANY  
MILWAUKEE, WISCONSIN  
FIELD AND GRASS SEEDS

**BUCKEYE BRAND**  
**FIELD SEEDS**  
Strictly No. 1 Quality  
The J. M. McCullough's Sons Co  
CINCINNATI OHIO

**ED. F. MANGELSDORF & BRO.**  
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder  
Seeds, Sudan Grass, Soy Beans, Cow Peas  
First and Victor Streets St. Louis, Missouri

**LOUISVILLE SEED COMPANY, Inc.**  
Louisville, Kentucky  
Buyers and Sellers of All  
Varieties of Field Seeds  
Headquarters for Redtop Orchard  
Grass and Kentucky Blue Grass

MISSOURI GROWN  
BLUE GRASS  
NORTHWESTERN  
ALFALFA  
Ask for Quotations  
**RUDY-PATRICK SEED CO.**  
KANSAS CITY, MISSOURI

**Crabbs Reynolds Taylor Company**  
CRAWFORDSVILLE, INDIANA  
Buyers and Sellers  
CLOVER AND TIMOTHY SEED—GRAIN

**North American Seed Co.**  
MILWAUKEE, WIS.  
**CLOVERS—TIMOTHY**  
**ALFALFA**  
Get our samples and prices before buying

**J. G. PEPPARD SEED COMPANY**  
Buyers SEEDS Sellers  
ALFALFA, CLOVER, BLUE GRASS, SWEET CLOVER KANSAS CITY, MO.

Upon readers patronage of its  
advertisers depends the success of  
the *Grain Dealers Journal* work.  
Will you mention it?

**COURTEEN**  
**Seed Company**  
Weekly Price List on Request.  
Milwaukee, Wis.

### Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

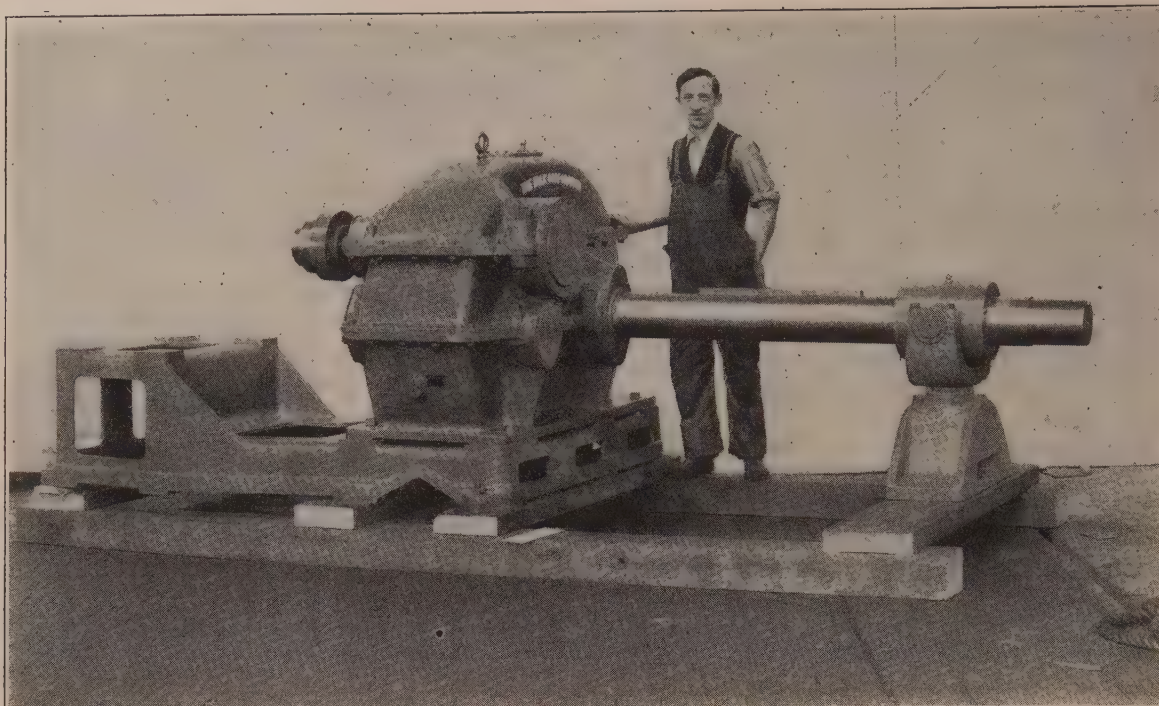
Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.



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## GRAIN DEALERS JOURNAL

309 South La Salle Street, Chicago, Ill., U. S. A.  
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

**SUBSCRIPTION RATES** to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

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**THE ADVERTISING** value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

**LETTERS** on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

**QUERIES** for grain trade information not found in the Journal are invited. Address "Asked - Answered" department. The service is free.

CHICAGO, AUGUST 10, 1926

**SOUTH DAKOTA'S** crop is so unpromising that many elevators are planning on closing for the season. Many experienced, efficient elevator managers will be looking elsewhere for work.

**SELLERS** of low grade wheat to the Saskatchewan pool are whistling for their money, the pool having decided to make no payment at this time for low grade wheat, altho holders of commercial grades are being paid their second interim dividend.

**WINTER WHEAT** millers generally are so delighted with the dryness and the protein content of new wheat that all are filling the storage capacity at their command. As soon as the millers get their bins filled, then the terminal elevator storage bins will begin to fill up.

**PAYING PATRONAGE DIVIDENDS** has one drawback not generally recognized by its champions, and that is that it establishes an artificial stimulation for the production of grain and thereby offsets its advantage to the producer by encouraging the production of a surplus and depressing the market by the excessive production.

**THE BURNING** of the large reinforced concrete elevator at Moscow, Idaho, illustrated in this number, gives additional proof of the folly of using combustible material in completing or equipping a "fireproof" plant. The reduction in cost effected by the free use of wood is more than offset by the increased fire hazard and the cost of insurance.

**STATE ASSOCIATIONS** are holding local meetings and through this medium getting closer to the every day problems of the country shippers. With no entertainment to interfere, the shippers give close attendance upon every session and freely participate in the discussions to the enlightenment of the Association officials and the promotion of cordial relations with their competitors.

**FREE STORAGE** and speculation are credited by Sec'y Smiley with causing most of the failures among the country elevator operators of Kansas, yet no concerted effort is made by the members of his Ass'n to check either. If the grain dealers are determined to court bankruptcy, they surely have selected a route with no detours. Giving away elevator space never profited any grain dealer.

**SO MANY COMBINES** are being used to harvest the wheat crop of Ohio at a reduced cost, that the enemies of progress are warning combine users that their wheat will spoil in the bins if it contains more than 15% moisture. Luckily this year, all wheat seems to come from the thresher with less moisture than ever, and the danger of heating has caused no experienced wheat handlers any uneasiness.

**THE TILE TANKS** shown in our photograph of the wreckage at Saxman, Kan., in the Journal for July 25, fell in a heap 36 hours after the first failure, and gave further proof of the unsuitability of that particular plant to the storage of wheat. While these tile tanks had been standing for some years, it is understood they had never been put to the crucial test of a full load, so it is very likely that they were never built strong enough to withstand the lateral stress of 64 lb. wheat.

**KEWAUNEE COUNTY, WISCONSIN**, although a rural community, has no tenants. All farms are cultivated by their owners, who did not lose their heads on their farms during the war inflation. Although they profited largely by their farming operations, they did not indulge in land speculation, so they still have farms bought at low valuations and are very well satisfied with ruling prices for farm products, hence they are not interested in the farm relief legislation championed by the farmer agitators of Iowa, Illinois and Indiana.

**SCHOOLS OF FORECASTING** are multiplying in response to a demand for information on market fluctuations, by those who contemplate engaging in speculation. When their legitimate business vocation fails to yield a fair return many men will turn to speculation to employ their time and capital. Hitherto they have been compelled to pursue their studies of market fluctuations alone. Now they attend lectures in flocks. When a small mob has been educated to do the same thing at the same time it will be interesting to observe the results in market action. For example a mob of "students" probably bought wheat at the opening July 30 on advice given earlier that if wheat got above the high of July 26 it would be a purchase. After 5 days they were sadder and wiser, for there followed a 5 days' decline of 7 cents per bushel. It is an axiom that if a following gets too large it will defeat itself.

**BACKSLIDERS** are so numerous that it is proof many farmers have learned that the pool can pay only the market price, less the cost of running the pool. In other words, the pool is only an added middleman. In its annual report the Manitoba pool states that there is reason to believe that 6,166 of the 17,578 members of the pool are not living up to their contracts by delivering all of their grain to the pool. Suit is contemplated against 56 members, ostensibly to make them deliver their grain, but actually so that the pool promoters can collect their overhead charge for handling.

**AN INDIANA ELEVATOR** burned last week as the result of a daylight fire, first discovered in the cupola, which, of course, means that it was caused by a hot bearing, that needed lubrication badly. That is the reason the mutual fire insurance companies give a liberal credit for the installation of a modern manlift. It encourages the help to keep the bearings in the cupola well lubricated. Burning of an elevator just as the beginning of a movement of a new crop is doubly disastrous, because the owner is sure to lose the profits on the year's business as well as his elevator.

**CINCINNATI** has long had its livestock market accurately and correctly reported by the splendid newspapers of that city, but now, in order that those interested in the market may get the politicians' view of what is going on, the U. S. Dept. of Agri. has selected B. R. Bowman to direct the Cincinnati livestock market news. At the present rate, the government will shortly be washing our faces and combing our hair every morning before we are sent out to undertake the day's duties. The wonderful efficiency of these labor-loving bureaucrats is really appalling.

**THE MEXICO Elevator & Live Stock Co.** of Mexico, Ind., recently was paid in full for the burning of its elevator on the right of way of the Panhandle by fire admittedly caused by sparks from a locomotive engine. Its recovery of damages was due to the fact that altho its predecessor had a lease, the present owner was occupying the site without a lease being in effect, due to delay in coming to terms, and the railroad company therefore was unable to enforce the liability release clause in the lease. The elevator company and the mutual insurance company on the risk are to be congratulated on having fought this suit to a successful conclusion.

**THE FEDERAL TRADE COMMISSION** was established primarily to promote the cause of better business conditions, but this organization, from the beginning, has seemed to be determined to establish a record for meddling in the private affairs of business institutions, simply for the joy of meddling. It is only fair that citizens of the land should expect the government to aid enterprise in every honest effort to make a sound and wholesome profit, but the federal trade commission, from the start, has striven to impede and harass business without helping it in any degree. The discharge of these meddlesome Mrs. Grundys would help to get the government out of business and encourage business generally to an increased effort to help itself.



ALL AUDITORS with big bills cannot be depended upon to report accurately the condition of the business they are called in to investigate. One South Dakota elevator company, which paid \$1,300 for one of these near audits, was surprised that the bonding company insisted on another audit, which gave quite a different view of the affairs of the company. Reliable audits, which are made by experienced accountants, are of real help in learning the true condition of the business under inspection. Any other kind of an audit is unreliable, misleading and worthless.

FOR SEVERAL YEARS, Congress has been striving persistently to compel the railroads to consolidate in the hope of attaining greater efficiency and effecting many economies, which are not possible where each line is operated as a separate institution. Twenty-five years ago the government tried every influence at its command to encourage the railroads to indulge in all kinds of cut-throat competition. The waste made for expensive operation, poor service, and bankruptcy, to the disadvantage of everyone concerned. The prompt delivery of all the grain entrusted to carriers during recent years has been of greater help to the grain shippers of the land than all the cut rates granted them in the days of fickle freight rates and latticework box cars. Non-discriminating freight rates have stopped the selling of a large volume of grain at a cut price.

### Bs/L Forger Preying Upon Texas Receivers.

A man using the name of James G. Smith, of Baird, Tex., has been forging Bs/L for oats and barley without the formality of loading any grain into the cars whose initials and numbers were written in the Bs/L. As a rule, grain receivers are quite cautious when doing business with strangers, and strive to avoid advancing money to a stranger who is unknown to the railroad officials, or is a member of the State Ass'n.

Every big movement of grain is generally accepted by some sharper as license to prey upon grain receivers, as they hope in the big rush of grain to market that the receiver they have spotted as an easy mark will overlook draft drawer's neglect to load cars with grain. Because of these sharpers, it behooves every grain shipper to exercise greater caution, not only in having all the essential facts on B/L attached to draft, and to have these facts agree with the descriptions of the shipments sent to receiver in advance notice.

Many receivers make it a practice to look up the cars specified when B/L is forwarded by strangers, in the Railroad Equipment Bulletin, to make sure that cars specified really exist. If they are not loaded in excess of listed capacity, the receiver will be more disposed to pay the drafts.

The shipper who sends advance notices of shipments, giving full particulars, not only helps the receiver to a knowledge of what he may expect, but encourages him to start finding a market for the cars billed. The advance notice is of help to everyone concerned, and should be used on every shipment.

### Cutthroat Competition at Country Stations.

If the elevator men at every country station would stop fighting long enough to listen to reason, the useless elevators would be closed or used for storage, and the average price paid for grain would insure the shippers realizing a fair margin of profit in addition to a reimbursement for all of the expenses and hazards incurred in handling the grain from the farmer's wagon to the hopper scale of the elevator at destination.

The service rendered would, of course, be more dependable and more desirable. Cutthroat competition has been so intense with the grain elevator operators of Illinois during recent years, that many have lost all they had invested in the business, and turned their property over to the sheriff. What is even more deplorable, many other grain dealers are in desperate condition financially and still they persist in indulging in the vicious practices and methods born out of many years of cutthroat competition.

We do not believe that any class or section of the trade wishes bankruptcy for its competitors, but we do believe that both can avoid financial disaster by joining hands in absorbing the surplus facilities of their stations, and thereby minimizing the cause of their distraction.

Shippers of grain from the same station generally sell all grain of like kind and quality at approximately the same price, so it is ridiculous for either to pay even a fraction of a cent more than the other. The grain dealer who cannot buy grain on a living margin and at the same time permit his competitor to do likewise, owes it to himself and his family to get into some other business.

### No Demurrage in Advance of Arrival.

Many years ago the courts and the Commission threshed out a case at New Orleans where a carrier sought to charge demurrage before arrival of the goods; and now a similar question has just been decided by the New York Court, as reported in Supreme Court Decisions, this number.

It is very desirable both from the standpoint of the carrier and the shipper that the receiver of the merchandise be given the earliest notice of the arrival in order to effect prompt removal of the goods from the cars and their release for the benefit of other shippers needing cars.

Calculating the time of arrival as soon as a car reached an outlying yard was disposed of as unlawful in the earlier decision. Now the recent decision clears up the matter of sending notice, the court holding void a notice sent when the car has arrived at an outlying yard which is not the actual destination.

The rule contemplates that the receiver shall have 48 hours after arrival before the carrier's liability changes to that of a warehouseman. The purpose is to give the receiver time to care for his property, but this purpose is not accomplished when the cars are not set in as stated in the notice, but some 36 hours later, giving the receiver only a few hours to remove the goods. This was the case when a trainload

of flour burned at the New Jersey dock, as reported, and the court rightly gave the milling company judgment for the value of the flour.

The practice of giving notice by mail on arrival at an outlying yard need not be abandoned, however, as it gives the receiver earlier notice, and is of benefit to all concerned. The demurrage and liability, however, should be dated from actual placement.

### The Wheat Pool's Proof of Interest.

On the last day of July, the Canadian Wheat Pool dumped over three million bushels of wheat on the market and thereby consummated a bear raid on the market that is almost unexplainable. While some of the pool officials might have been short wheat, they would hardly use the pool's supply of cash grain either to depress the market or to fill their contracts. However, the short selling by the pool did help to depress the prices prevailing and to reduce the net returns to the wheat growers of the Canadian provinces, who are members of the pool. Doubtless the wheat growers will hesitate to charge their friends controlling the pool with depressing prices, but the record of sales July 31st stands ready for their investigation.

### Smut Is Again Causing Heavy Losses.

Although the farmers of the spring wheat states have not a large crop of small grain, the early advices are to the effect that the losses due to smut will be very large. Dr. E. C. Stakman says that the smut of oats will cost the farmers of Minnesota at least three and one-half million, and the losses to the farmers of Montana, North and South Dakota, will swell the smut damage loss on oats to almost eight million dollars.

The loss on barley and wheat from smut is also heavy. Many elevators of the winter wheat belt are so badly afflicted with smut damaged wheat, that the odor is detected long before one enters the elevator. With so much smut damaged grain coming to market, it will soon be imperative that every terminal elevator install facilities for treating smut damaged grain. It would seem that it is within the power of country elevator operators to discourage the growing of smut laden grain, first by discounting liberally all smutty grain offered, second, by installing power machinery for treating smut laden seed grain with copper carbonate solution, and third, by selling copper carbonate to all farmer patrons, and urging them to treat their seed grain year after year until the smut disease is eradicated from their fields.

Discounts on smut laden winter wheat already assessed on shipments arriving at terminal markets are not as heavy as usual. If buyers of smut laden grain were more liberal in their discounts, the farmers would be more anxious to treat their seed and thereby avoid the reproduction of so much smutty grain.

It is neither difficult nor expensive to treat seed grain for smut, and one would naturally expect grain growers to exercise every precaution against the reproduction of smut.



## The Small Market's Handicap.

The grain trade generally is quite proud of the grain exchanges and the boards of trade, and the average member takes more than passing pride in the splendid work of the exchanges done in the interest of the entire trade. The work of the exchanges done at Washington with Congress before the Interstate Commerce Commission, the Federal Trade Commission, the U. S. Grain Corporation, and the many other bureaus, departments, and commissions has been in the interest of all. The exchanges' clear vision and broadmindedness, and their willingness to sacrifice in the interest of the entire trade, should win them the respect, the confidence, and the support of grain dealers everywhere.

The enterprise, the industry, and the perseverance of the different exchanges has built up forty central markets in this country where thirty years ago we had but few. The progressives saw the opportunity and led the way. The growth of every market in business, in influence, and in its work for improved business conditions, is generally due to the enterprising leaders who are willing to sacrifice their own business for the larger interests of the market.

Unfortunately for some of the small markets which are advantageously located to handle a large volume of grain, the selfish, unprogressive members wield a sufficient influence seriously to handicap the efforts of their exchange in every campaign designed to promote the interest and welfare of the market. It may be that the stubbornness of these backbiters is really essential to a maximum success in the development of a market, but to all those interested in better conditions, the refusal or neglect of this unprogressive element to join in and support every work of the exchange for improved conditions, is most discouraging and deplorable. The wonder is the mossbacks obtain any recognition from the exchange leaders in the market or receive any shipments or orders from the dealers on the outside. The dealer who enjoys doing for others, by his interested activity attains an efficiency denied the sluggard.

The grain shippers of every district are directly interested in the growth of their nearby market and it is to their interests to encourage and to support the best element in that market to the end that the maximum improvement in rates, rules and practices may be attained.

The men of any market who persist in mulishly pulling on the breeching straps will surely not merit any business from shippers of neighboring territory who are alert to the interest of the trade and their own business. No shipper enjoys the jealous bickerings of a discordant membership, but all admire and praise the dealers who lead an exchange through a harmonious struggle for better business methods or improved marketing conditions. It may be the unprogressive members who try to block every effort of the exchanges to secure more favorable rates or privileges, and refuse to join in any enterprise for the promotion of the common cause to serve some economic purpose, but it is generally doubted. In the most successful markets the members work in harmony for the common good and by their harmony and unity of purpose they secure a maximum of results with a minimum of effort.

## "Scale Tolerance" Thrown Out by Court.

The Supreme Court of Iowa on June 21 affirmed a decision by a jury in favor of plaintiff Smith against defendant Louisville & Nashville R. R. Co. for shortage in five cars of coal shipped from Kentucky to Des Moines, Ia.

The amount claimed was \$10 to \$30 per car, and the total amount was \$80.

The plaintiff relied for proof of the amount of coal delivered in each car, to the initial carrier, upon the respective Bs/L issued by such carrier, the defendant herein. At the request of the consignee, each car was reweighed by the delivering carrier at Des Moines. In each case the quantity of coal as shown by such weighing in Des Moines was substantially less in each car than was the amount shown by the respective B/L.

The amount allowed for the shortage in each case was \$6 a ton for the apparent shortage, this being the Kentucky price for the coal.

The defense of the railroad company was that experiments by the U. S. Bureau of Mines showed that a car of Kentucky coal would lose weight in the course of shipment to Des Moines, by evaporation, ranging from 1/2 per cent to 4 per cent, and that the claim should have been reduced by that amount.

Also the railroad company contended the variation in scales would run from 500 to 1,000 lbs., and that at least 1 per cent should have been deducted for "scale tolerance."

The court said: Assuming such "scale tolerance" to be a normal condition or result, and beyond the control of the human will, then the law of probabilities would tend to distribute it equally on each side of the correct line. To assume that it would work only on the "short" side would be to attribute to it the human frailty of partiality. The respective weights were made both at the shipping and at the delivering end by the carriers, and must be deemed as presumptively correct.

It is further to be noted that, under the rules of the Interstate Commerce Commission, "scale tolerance" is not to be tolerated beyond a difference of 100 pounds. We are clear that the trial court did not err in refusing to allow the appellant for a "scale tolerance."

Evaporation.—We may assume that the evaporation would be greater in hot dry weather than in wet or cold weather. The same intrinsic quality or character which renders coal subject to loss of weight by evaporation renders it subject also to increase by absorption. The shipments in this case were made in the dead of winter. No specific evidence was offered as to the probabilities of evaporation or absorption under the particular weather conditions existing at the time of the shipment.

The defendant introduced in evidence two bulletins (No. 123 and No. 193) of the Bureau of Mines. Each bulletin is a volume of about 400 pages. They purport to set forth analysis of samples of coal taken from hundreds of mines in every coal state in the Union. These bulletins were put in evidence in solid as Exhibits 2 and 3. They cover experiments made between the years 1913 and 1919, inclusive. The particular part of these volumes which may be

specially relied on by the appellant was not pointed out in the court below, nor is it pointed out even in argument here. It would be uncandid to say that we have read these volumes, and equally so to say that the trial judge ought to have read them. Sufficient now to say that only a question of fact is presented at this point; that the only evidence offered in support thereof are the bulletins; that this evidence is not of such a nature as to be conclusive upon the trial court on the issue urged by appellant. We hold that the trial court did not err in disregarding the claim that evaporation was the cause of the shortage.—209 N. W. 465.

## Storing Wheat Leads to Embezzlement.

The Criminal Court of Appeals of Oklahoma on June 12, 1926, affirmed the judgment of the district court of Grant County convicting A. M. Boyer of embezzlement of \$3,000 from the Consolidated Flour Mills Co., while agent in charge of its grain elevator at Lamont, Okla.

Contrary to the orders of his employer Boyer, during the 3 years he was agent, stored wheat in the elevator and at times made settlement for a portion of this stored wheat by drawing drafts against the company in his own name showing that he had sold wheat to the company. He drew drafts in like manner for wheat which he did not deliver. He worked on a commission.

His accounts having become very much involved in August, 1923, he went to the office of the company at Hutchinson, Kan., and fully disclosed the situation of affairs and admitted that he had appropriated to his own use a considerable sum of money belonging to the company.

In the indictment the first count charged him with embezzlement of 3,000 bus. of wheat, and the second count, with the embezzlement of \$3,000, the state's attorney being in doubt whether he had appropriated wheat or money. Believing this was a flaw in the indictment his attorney took an appeal, but the higher court held the state could not be forced to elect whether to try him for the embezzlement of wheat or of money, and his six months' sentence to the state penitentiary was affirmed.—246 Pac. Rep. 1111.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. B. & Q.—119575 leaking wheat at side of car when passing thru Holdrege, Neb., July 15.—O. C. Wilson, Holdrege Equity Exchange.

U. P.—15092, train 150, leaking grain at grain door when passing thru Rossville, Kansas, on errand Elvtr. Co., and E. J. Smiley, sec'y Kansas Grain Dealers' Ass'n, Topeka.

A. T. & S. F. 31429 passed thru Gifford, Iowa, on the M. & St. L. leaking wheat above draw bar.—H. N. Edmondson, H. N. Edmondson Grain Co., Aug. 6.

A. T. & S. F. Car No. 42421 leaking wheat at door post when going thru Edmond, Okla., on Aug. 3, southbound.—E. H. Suenram, Mgr., Farmers Grain Co.

C. G. W. 25866, east bound on the T. P. & W. R. R. thru Gilman, Ill., July 24, leaking white oats side of car over truck.—George O. Cox, Cummings Grain Co.

M. K. & T. 74182, going east thru Greenville, Tex., on L. R. & N. on July 17, was leaking very badly at the door when passing thru here at noon.—D. E. Denney, Branch Mgr., G. B. R. Smith Milling Co., courtesy H. B. Dorsey.

## The Measure of a Man

Not—"How did he die?"

But—"How did he live?"

Not—"What did he gain?"

But—"What did he give?"

These are the units  
To measure the worth  
Of a man, as a man,  
Regardless of birth.

Not—"What was his station?"

But—"Had he a heart?"

And—"How did he play  
His God-given part?

Was he ever ready  
With a word of good cheer,  
To bring back a smile,  
To banish a tear?"

Not—"What was his church?"

Nor—"What was his creed?"

But—"Had he befriended  
Those really in need?"

Not—"What did the sketch  
In the newspaper say?"

But—"How many were sorry  
When he passed away?"

—Kansas City Times



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Why So Many Tile Failures.

*Grain Dealers Journal:* We note you have an illustrated description of another failure of tile tanks in the July 25th number of the Journal. What is the trouble with the elevators? Poor material, or not enough material, or poor workmanship? Who is to blame?—Fred Sherming, Kansas City, Mo.

**Ans.**—So many different factors contribute to the success or failure of any structure it is impossible to make definite classification of causes contributing to tile failures. No doubt the cause of each failure was different from the cause of other failures. Some of these failures have been illustrated in the Journal. If you have a file at hand you can investigate the causes by looking up the illustrated account of each failure by referring to the following:

Pioneer, Iowa, Farmers Co-op. Eltr. Co., Aug. 10, 1924, pg. 202.  
Statesville, N. C., Sterling Mills, May 10, 1924, pg. 584-585.  
Tara, Ia. (leaks), Henry Lex, Sept. 25, 1924, pg. 406.  
Frisco Elevator, Kansas City, spalled off, Aug. 10, 1925, page 162 and cover.  
Eminence, Ky., Eminence Mfg. Co., Aug. 25, 1925, pgs. 226-227.  
Pittsford, N. Y., Victor Flour Mills, May 10, 1926, pg. 525.  
Moorland, Ia., Farmers Grain Co., May 25, 1926, pg. 614.  
Saxman, Kan., Central Kansas Mfg. Co., July 25, 1926, pgs. 104-105.

### Overbidding, Contracting and Free Storage.

*Grain Dealers Journal:* One of our competitors in a nearby town is a miller who is just crazy to grab all the wheat in sight.

Recently he had inserted in our local paper the following advertisement:

#### It Will Pay to Bin or Store Your Wheat.

We will contract for delivery in December at \$1.40, for January delivery at \$1.45 and February at \$1.50.

If we need the wheat before the date you contract for sale you will be paid your contract price. For instance you have sold for February at \$1.50 and we need the wheat in November we will pay you \$1.50. This simply guarantees you \$1.50 for your wheat.

If you do not have a granary you can store here; and we carry the insurance.

Tonight (Wednesday, July 14) we are offering \$1.30. Market very strong today and due for a break, but later we expect high prices. We need this wheat. Wheat that is shipped out is like the water that goes over the wheel—it never returns! Wheat that is milled here leaves the offal for local consumption, and the money is distributed in your own territory. This is worth your consideration.

What would your market be without a mill?

We would like to know how it is possible for any buyer of wheat to make such a contract with any prospect of coming out whole in the transaction.—Illinois Dealer.

**Ans.**—With the market at \$1.30 the farmer who contracts gives the buyer a call on his wheat good until the last day of February only 20 cents away from the market. This is too near the market and gives the buyer an advantage of perhaps 15 to 30 cents per bushel.

On the other hand, the farmer is given a put on the buyer at \$1.50, which is ridiculously high. Puts on wheat 6 months away with the present market \$1.30 ought to sell at less than \$1 a bushel. For the buyer to come out whole it would be necessary for wheat to advance more than 20 cents per bushel. If the price drops the buyer will suffer heavy loss, since all the wheat contracted for will certainly be delivered to him at \$1.40 or \$1.50 if the market at time of delivery is around \$1 per bushel. If the buyer hedges by selling a future on the Board of Trade he simply forecloses on himself, as he

will lose more on the hedge than he profits on the contract.

Apparently the miller making the offer is speculating. He says in the advertisement, "Market due for a break, but later we expect high prices." It is better to speculate on the Board of Trade, where a trade can be closed out any time, than to tie oneself up to an unprofitable contract with farmers. Margins are required on the Board of Trade, but the miller-buyer is not required to put up margin with the farmer. That may be one of the reasons the miller is making this speculative contract; he can do so without putting up margin.

Local bankers and conservative farmers should watch their credits to this miller.

The milling business is not so profitable that a miller can pay the farmer 20 cents per bushel over the market without going broke, eventually.

### Liability Under Right of Way Lease.

*Grain Dealers Journal:* Our elevator burned last year and the fire communicated to and destroyed the section house and loading platform of the railroad company. Now the railroad company which leased us the site on the right of way is asking us to pay for the section house and the loading platform.

It is under Sec. 11 that the Frisco is claiming damages for section house and loading platform.

Are we liable for the burning of the section house and platform?—Geo. A. Rankin.

**Ans.**—The decisions of the courts have not related to a case where the damage was to the railroad company's property, so there is no parallel case to cite.

The liability clause usually reads as follows:

"Sec. 11. The said second party hereby releases and agrees to indemnify and hold harmless the railroad company from and against all liability or claim for loss and damage by fire, which may happen upon or be done to or upon the building, premises, and property of the party of the second part or to the property of any other persons or corporations, now or hereafter, on the premises of the party of the second part, and whether inside or outside of said buildings, caused by fire, sparks or burning coals from any locomotive when operated upon said track, or by fire otherwise happening howsoever, except when due to carelessness or negligence on part of employees of the railway company."

Study of the foregoing clause indicates that it does not cover property owned by the railroad company. For example: If a barrel of oil stood on the burned platform and was burned, the owner of the grain elevator would not be liable if the barrel of oil was owned by the railroad company, but would be liable (under the clause) if the barrel of oil was owned by some third party.

Sec. 10 of the lease is very comprehensive in fixing the damages on the lessee, but this section covers only property upon the leased ground, not including the railroad's own platform.

Sec. 11 of Mr. Rankin's lease is a little different from the foregoing and reads as follows:

Sec. 11. In further consideration for the making of this lease, lessee hereby covenants and agrees to protect, indemnify and save harmless lessor from and against all damages, claims, demands, causes of action, suits, judgments, attorneys' fees, costs and expenses sustained or incurred by lessor, resulting from fire communicated from any building, structure, improvement or other property located on said leased premises, or any part thereof, to any car or cars which may have been placed on any track or tracks of the railroad, and to the contents thereof, and to any and all other property, and resulting from injury to or death of persons and loss or destruction of or damage to property, caused in any manner by any acts of omissions, negligent or otherwise, of the lessee, or any of the lessee's agents, servants or employees.

Sec. 11 of Mr. Rankin's lease does cover damage to the section house and platform; but it is void if the fire was negligently started by the railroad company, as it is against public policy to exempt a common carrier by contract from its own negligence. To do so would encourage the railroads to be negligent.

Therefore there is no liability under the lease, for the section house and the loading platform. Under the common law or the statutes there would be no liability if the fire spread from the elevator to the section house or loading platform, in the absence of proof of negligence on the part of the owner or operator of the elevator.

It is probable that the fire was started by a spark from a passing locomotive engine, so that the proximate cause of the destruction of the section house was the spark and not the fact the elevator building was nearby. The spark might have fallen upon the roof of the

section house and started a fire there that spread to the elevator. Clearly the elevator operator would not be liable in such a case, and it is immaterial that the spark fell first upon the roof of the elevator, and later spread fire to the section house.

Sec. 11 is copied from a lease of the Missouri Pacific Railroad Co. with the Sonken-Galamba Co., at Kansas City, Mo., on which the railroad company tried to hold the Sonken Co. for burning of railroad cars, but failed, as reported in the Grain Dealers Journal, Vol. 55, page 699.

If the elevator owner chooses to rebuild on his own ground the Frisco can not refuse side track connection, on account of this alleged claim.

### How to Earn Carrying Charge.

*Grain Dealers Journal:* I am told that there is a profit in holding wheat in store at present prices, and would like to know how to obtain it.—C. A. Moore.

**Ans.**—When wheat growers sell freely spot grain accumulates faster than it can be disposed of, and those who take it in have to pay storage charges, insurance and interest on the money invested. Many millers and exporters rather than take the cash wheat and hold it, will buy the future delivery to supply their future needs, and this, together with buying by speculators, causes the distant future to sell at a premium over the cash wheat. For example, December wheat at Chicago is selling at 4 cents over the September future, and cash wheat is at an additional discount under September delivery, or about 5 cents, making a difference of 9 cents per bushel.

The dealer in the country, or the miller, who has storage capacity should fill his space with wheat, and instead of shipping immediately, sell the future delivery in the market to which he usually ships. When he ships the grain in December he will find that the cash wheat in his elevator is worth close to the December price so that he can buy back the future when he sells the cash wheat at a gain of 9 cents. Sometimes it happens that cash wheat goes to a premium over the more distant future; that is, late in September, for example, the September future might gain on the December future, giving an additional profit if the cash wheat is shipped in and sold in September and the December bought back.

Terminal elevator companies with large storage room make such hedging a regular part of their business.

### Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Aug. 18-19. Michigan Hay & Grain Ass'n, 25th Anniversary Convention, at New Hotel Olds, Lansing, Michigan.

Aug. 18.—Northwest Grain Dealers Ass'n, Grain Exchange Building, Winnipeg, Man.

Aug. 19-20.—New York State Hay & Grain Dealers Ass'n at Syracuse, N. Y.

Aug.—Ass'n of Official Seed Analysts of North America at Ithaca, N. Y.

Oct. 18. United States Feed Distributors Ass'n at Buffalo, N. Y.

Oct. 18-20. Grain Dealers National Ass'n at Buffalo, N. Y.

### Prepare for the Meeting of the G. D. N. A. at Buffalo.

An excellent program of entertainment has already been planned for the annual meeting of the Grain Dealers National Ass'n at Buffalo, N. Y., Oct. 18, 19 and 20. The grain elevators of the city will be inspected from the deck of the steamer Americana, on which luncheon will be served during the harbor trip.

A special train will take the visitors to Niagara Falls, visiting also the Canadian side, and Brock's monument, where a panorama picture will be taken.

On the first evening an informal dance will be given at the hotel, and on the second evening the Ass'n annual banquet, with good music and special entertainers.

Ladies will find their time well occupied, with a visit to the Roycroft Inn, automobile rides about the city and luncheon at the Buffalo Consistory.



## Michigan Hay & Grain Ass'n to Hold 25th Anniversary Convention.

A most cordial invitation to attend the biggest and best—the twenty-fifth Anniversary Convention of the Michigan Hay & Grain Ass'n at Lansing on August 18-19, has been sent to the dealers of the state by the organization's capable secretary, T. J. Hubbard of Lansing.

An educational program has been provided for the first afternoon by the Michigan State College, something no one can afford to miss.

The first meeting will be called to order at 9:30 a. m. sharp in the Convention Room of the headquarters hotel, Hotel Olds, President A. J. Goulet of Midland, presiding, following the outlined proceedings:

Invocation, Rev. Winfield Sly, Lansing.  
Address of Welcome, Mayor Alfred Doughty, Lansing.

Response, H. R. White, Scotts.  
Director's Report, E. Bueschlen, 1st V. P., Unionville.

Sec'y-Treas. Report, T. J. Hubbard, Lansing.  
Com'te Appointments.

Legislative Com'te Report, W. I. Biles, Chairman, Saginaw.

Statistic Com'te Report, L. M. Swift, Chairman, Lansing.

Transportation Com'te Report, Paul George, Chairman, Saginaw.

### WEDNESDAY AFTERNOON.

1:00 p. m.—Delegates assemble in front of headquarters hotel for trip to Michigan State College, East Lansing.

1:30 p. m.—Demonstration of best methods of making hay, Larry Kurtz.

2:00 p. m.—Experiments with hay making, Ralph Hudson.

3:00 p. m.—Discussion of Grain Breeding Work and visit to crop plats, E. E. Down.

3:45 p. m.—"Use of Commercial Fertilizers," O. B. Price.

4:00 p. m.—"European Corn Borer and Control Methods," Prof. R. H. Pettit.

4:15 p. m.—"The Dairy Cow," J. G. Hays.

### BANQUET WEDNESDAY EVENING.

6:30 p. m.—(E. T.) Wisteria Room, New Hotel Olds.

Music—Pastime Players Orchestra.  
Entertainment—Radio Artists from WCX, Detroit.

Toastmaster—Hon. John L. Dexter, Detroit.  
"America"—By the Audience.

"Government and Business," Hon. Bird J. Vincent, Eighth Michigan District.

Song, "Michigan, My Michigan"—By the Audience.

### THURSDAY FORENOON SESSION.

9:30 a. m.—Song, Bill Cummings at the throttle.

Southern Rate Case—R. L. Tuttle, Traffic Counsel, Grand Rapids.

St. Lawrence Waterway—Hon. W. L. Harding.

Should Hay Be Purchased from Farmers Loose or Baled?—Don W. Soule, Lansing.

### THURSDAY AFTERNOON SESSION.

"Limestone and Its Relation to Better Crops," G. H. Baldwin, Detroit, Mich.

"The World's Wheat Situation," R. I. Mansfield, Chicago, Ill.

"Co-operation," H. E. Wilson, Lansing, Mich.

"Congress and the Farmers," Chas. Quinn, Sec'y G. D. N. A., Toledo, O.

"Development of Retail Sales at Country Elevators," R. E. Ward, Jackson, Mich.

Com'te reports, election and installation of officers and directors.

Song by Audience, led by Bill Cummings, Toledo.

## ENTERTAINMENT FOR LADIES AND CHILDREN.

While the men delegates are attending the meeting at the Michigan State College, on the afternoon of the 18th, the ladies and children will be entertained at a matinee of motion pictures and vaudeville at the Strand Arcade Theater. This entertainment as well as that for the banquet in the evening, is provided thru the courtesy of the grain and hay jobbers of Lansing, and free tickets will be furnished by Sec'y Hubbard at the time of registration, when badges will also be secured.

## Grading New Wheat at Kansas City.

Few crops of winter wheat have maintained such a high average quality throughout any month of its movement as has the crop of 1926. From all markets come praise for its quality condition.

E. L. Morris, Division Supervisor of Federal Grain Supervision at Kansas City, writes:

"I enclose a list of wheat inspections by grades at Kansas City during July, 1926, shown by carloads. I am sure you will agree that this is a good record showing a fine crop of wheat in the Southwest. Our records show the following:

54.0% graded No. 1.  
35.0% graded No. 2.  
96.5% graded No. 3 or better.

"The total inspections for July this year showed 19% smutty wheat compared with 23% smutty for last year's receipts for the entire year. Moisture in wheat has not been a factor of any great importance as this season in the Southwest has been almost ideal for harvesting and threshing. A few cars of the early arrivals graded down on moisture but the percentage was very small.

### INSPECTIONS OF WHEAT RECEIPTS AT KANSAS CITY, JULY, 1926.

	Cars.
No. 1 Dark Hard Winter.....	4,871
No. 2 Dark Hard Winter.....	3,371
No. 3 Dark Hard Winter.....	834
No. 4 Dark Hard Winter.....	162
No. 5 Dark Hard Winter.....	34
Sample Grade .....	79
No. 1 Hard Winter.....	5,784
No. 2 Hard Winter.....	3,064
No. 3 Hard Winter.....	633
No. 4 Hard Winter.....	227
No. 5 Hard Winter.....	90
Sample Grade .....	137
No. 1 Red Winter.....	770
No. 2 Red Winter.....	761
No. 3 Red Winter.....	110
No. 4 Red Winter.....	29
No. 5 Red Winter.....	9
Sample Grade .....	4
No. 1 Mixed.....	1,015
No. 2 Mixed.....	558
No. 3 Mixed.....	46
No. 4 Mixed.....	10
No. 5 Mixed.....	1
Sample Grade .....	3
	1,633

	All Other Classes.
No. 1.....	6
No. 2.....	2
No. 3.....	0
No. 4.....	0
No. 5.....	0
Sample Grade.....	0
	8

Grand Total (cars)..... 22,970

Smutty wheat (cars)..... 4,518

"The chief chemists for the Kansas and the Missouri Departments advised that they have not averaged the protein tests which they have

made this year on the new crop. Both were of the opinion, however, that the average protein content would probably be about 12.5% with the range of 9% to 18%."

## Forged Bs/L and Disappeared. Look Out!

Every big rush of grain to market, such as the Southwest has experienced during the last six weeks, is generally accompanied with some unexpected blunders and disappointing losses, but seldom does rank dishonesty show its head and run as at Baird, Texas, recently.

A hard-boiled individual having knowledge of the good standing of Jule G. Smith throughout the Southwest took the name of James G. Smith and collected advances on one car of sacked oats and one car of bulk barley said to have been loaded at Baird. He used the number and initials of cars on the track at Baird and forged the name of the local station agent to Bs/L showing cars routed to Fort Worth. On these Bs/L and faked wagon scale weights he obtained advances.

In advancing money to strangers it is well to scrutinize all papers carefully and have railroad wire local agent.

## Missouri Weighing Fees Reduced.

Effective Aug. 1, 1926, the in-weighing and out-weighing fees at elevators in Missouri operated under the supervision of the State Warehouse Commissioner have been reduced from \$1 to 75c per car. The action was taken by Roy H. Monier, State Warehouse Commissioner with a view of running the Department on a cost basis, and giving the shippers to the Missouri markets the advantage of economic operation.

Dealers who attended the 1926 grain dealers convention at St. Joseph in June will remember Mr. Monier's forceful address concerning the Department and its work. Mr. Monier has stated that while the movement of grain the first half of the year has not justified the reduction, the change in fees has been made with anticipation of the heavy market movement after July 1st furnishing enough revenue on the reduced basis to complete the year's work, and at the same time give the shippers the benefit of the reduction.

Mr. Monier also spoke of getting the surplus earnings of the Department placed in a revolving fund, so that earnings carried over may be used in defraying the expenses of lean years. Such a step would tend to retain in effect the lowest possible fees for the State service.

## More Tile Tanks at Saxman, Kansas, Collapse.

The tile tanks shown standing in our engraving published on pages 104 and 105 of the Grain Dealers Journal for July 25, were unable long to hold their loads, so on the day following the collapse of part of the bins the remaining bins collapsed as is shown in illustration given herewith.

Some dealers who have known the plant since it was erected in 1919 and know of the way the bins were loaded, insist that no nest of tile tanks will withstand the stress of heavy grain unless they are loaded evenly. When the first collapse of the tile tanks at Saxman occurred, two of the tanks were loaded full, while the other two cylindrical tanks were nearly empty. The tanks had been erected some seven years ago but had never been loaded to capacity in the intervening years. In fact, the company erecting the tanks got into financial difficulties and the property was idle for some time.

Many of the dealers and some builders of the Southwest point their fingers at the square bin which stood in the center of the four cylindrical bins, and its corners intercepted the walls of each of the cylindrical bins. This arrangement is not suitable to the storage of wheat.



Ruins of Tile Tanks at Saxman, Kan., after the Second Collapse. Results of First Collapse Illustrated in Journal for July 25, 1926.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Is Variation in Weighing Possible?

*Grain Dealers Journal:* Will you kindly advise us if it is possible for a weighman handling the beam of a large hopper scale in a terminal elevator to deceive the average tallyman as to the exact weight of grain in scale? Recently we heard a weigher brag that he could vary his balance by 95 lbs. on every draft and in either way. In fact, he claims that he has frequently balanced his scales at 95 lbs. under weight taking grain in, and that much over weight when weighing grain out, so that the house gained 190 lbs. by the transaction and thereby helped to prevent shortage at the time of the annual clean up.

If such a trick be possible I would like to know how, for I have handled the weigh beams of different elevators and associated with weighmen for years, and still never discovered anything of this kind. If I am dull and unobserving, I would like to know it.—B.B.W.

### Tile Tanks Built by Rule of Thumb Are Dangerous.

*Grain Dealers Journal:* Your issue of July 25 containing an editorial on the collapse of the tile grain elevator at Saxman, Kans., is most interesting.

I have no complaint to offer as to the propriety of publishing such articles illustrated (pages 104 and 105), and to your editorial comments on such failures (page 94).

I agree thoroughly with you that such structures should be erected from proper engineering design and under skilled supervision.

The forces exerted on such bins are too great to be determined by rule of thumb methods and the same care should be exercised in reinforcing the different portions as would be used in a reinforced concrete construction.

I have consistently refused to approve designs similar to this one and am glad to say that up to the present time none of our bins have failed in any respect.—Very truly, P. H. Bevier, Chief Engineer, National Fire Proofing Co., New York, N. Y.

### Wish Future Trades Limited to Five Months Ahead.

*Grain Dealers Journal:* The question of limiting future trading to a period of not to exceed five months ahead has been presented by the Southern Millers Ass'n to the board of directors of the St. Louis Merchants Exchange. The matter was referred to the committee on future contracts. In the meantime the executive committee decided to take the matter up with the various millers' organizations, which is being done. Millers believe it will eliminate long-time forward selling.

The matter of limiting future trading to five months or less is one of the subjects brought forward when the Grain Administration was organized. It was approved by the committee from the Millers National Federation when the matter was discussed with the representatives of the Department of Agriculture. Now that future contracts have been provided in the St. Louis markets for soft winter wheat, and the New York market is to be opened for future trading in grain, it would be a good time to put over the plans to have contracts in all markets call for a specific kind of class of grain to be delivered on contract, and also to provide

for limiting the months in which trading may be done.—Frank H. Tanner, Secy., Ohio Millers Ass'n, Columbus, O.

### Learning from Experience.

*Grain Dealers Journal:* In time no doubt owners of the tile elevators and tile storage tanks will learn all the facts and decide perhaps this type of construction is not for grain storage.

Some owners of tile storage will admit they are not waterproof and those having tile elevators visited by fires admit they are not fireproof. Most of us have known this for many years, but some have to be shown.

The wire reinforcing used by the erectors of tile tanks to hold them together has proven that it is best to investigate before taking a chance as proven by the bursting of tile storage tanks at Saxman, Kan. [See pages 104-105 of Grain Dealers Journal for July 25, 1926.] It really takes an experienced engineer in this line to design safety in any construction as has been proven by concrete and imitation wood buildings collapsing when loaded to capacity. Some owners will admit that, First cost is not all the cost to grain storehouses.—Very truly, Younglove Construction Company, J. F. Younglove, Sioux City, Ia.

### U. S. Wheat Growers Must Use Combine to Compete in World's Markets.

*Grain Dealers Journal:* Wheat cut and harvested with a combine of the latest type, costs but 60c an acre from the field to the elevator. Besides, the combine will save at least two bushels per acre of grain that would otherwise shuck out and be lost. Agitators who have been howling about the high cost of producing wheat must change their tune. They used to claim that it cost \$1.50 per acre for cutting and stacking wheat, and 10c per bushel for threshing it, but that old time method is obsolete.

The combine cuts fifty acres a day with ease and never kicks about working overtime. Ninety per cent of the wheat in my territory was cut and threshed in one operation this year. If the farmers are to continue producing wheat in competition with the rest of the world's cheap labor, they must employ the combine. The transient tenants of the large Argentine ranches do not count their labor of much value and willingly sell their wheat at a low price. Virgin soil in the Canadian Northwest can be bot at a low price. Our farmers must adopt modern methods to compete with them.—Roy V. Stuart, Ford, Kan.

### To Blame for Light Attendance at Convention Sessions.

*Grain Dealers Journal:* Judging from the resolutions adopted by the Texas Grain Dealers Ass'n at its annual meeting, censoring members from absenteeism from convention sessions, the Texas Ass'n is suffering just like other state grain dealers associations from too much entertainment. The purpose of the annual gatherings of the grain dealers is to discuss business problems that are causing loss or worry to the members of the organization.

I know that the dealers of Kansas have been greatly helped by the discussions at some of the annual meetings because I have heard them say so; but on one occasion I was more than disgusted by the light attendance at a session which I addressed at great inconvenience to myself and after painstaking work collecting facts and figures. The registration at that meeting was large, but the attendance at the session which I addressed was painfully small.

To my way of thinking, it is a rank discourtesy for men in the grain trade to remain away from sessions after their officers have induced men to come to the meeting place well prepared to discuss trade problems of

vital interest to everyone engaged in the business.

The attendance at the sessions of our last meeting at Salina was greatly reduced by different receivers keeping "open house" at the hotels. I believe that if the entertaining is not discontinued, the Association gatherings will be much more profitable if held at various points about the state and only shippers invited to attend. All of the local meetings I have witnessed were well attended by shippers who stayed in the meeting room and no difficulty whatever was experienced in getting them to come in. In fact, they had nothing else to do. The solicitors and their entertainment were not to be found. Let us do something to insure a larger attendance at all our business sessions. It will profit shippers who are members of the state association as well as help improve trade conditions generally.—E. H. & Co.

### Protest Northwestern Rate Reduction.

Kansas City, Chicago, Duluth, Omaha, St. Joseph and Atchison grain exchanges, the Kansas City Millers' Club, and the Southwestern Millers' League, have announced their intentions of immediately protesting the 6c reduction granted Minneapolis grain and milling interests by the M. & St. L. Ry., and more recently by the Soo Line, the former approved by the I. C. C. July 10, to become effective Aug. 25.

The M. & St. L. had previously reduced the grain and flour rates from Minneapolis to Chicago and the Atlantic Seaboard (destinations east of the Ill.-Ind. line) by 3c per hundred on all-rail shipments. This reduction applies on grain from southwestern territory milled-in-transit at Minneapolis, the "proportional" from Minneapolis to Peoria being cut from 11c to 8c.

Five other northwestern roads are preparing to put into effect, two weeks earlier than was anticipated, a 3c reduction in grain rates from Missouri River gateways thru Minneapolis to territory east of Peoria, viz., Burlington, Rock Island, Northwestern (M. & O.), Milwaukee, and Great Western. The I. C. C. granted permission to these five roads for such a rate slash on Aug. 2.

The C., M. & St. P. just announced a 6c reduction in all-rail rates on grain and grain products shipped from northwest Minnesota, North Dakota and Montana, to the East by way of Minneapolis, effective Aug. 25, thereby reducing the differential prevailing over Buffalo and Duluth by an equal figure, or from 15 to 9c.

"The railroads are making an effort to compete with lake transportation," W. R. Scott, transportation commissioner of the Kansas City Board of Trade, said July 31. "They assert Buffalo has an unfair handicap over Minneapolis because the most of the wheat ground at Buffalo is carried from the territory about the Great Lakes by water.

"Our investigation has shown this handicap to be a thing of the mind. Minneapolis continues to compete equally in the eastern market with Buffalo and will continue to do so without the new reduction. In 1925 Minneapolis sold, mostly to eastern market, 12,059,557 barrels of flour. Buffalo sold only 9,458,142 barrels."

Added to the 4½ cents a hundred pound advantage already enjoyed by the Northwest, the new reduction will place this section under a handicap of 21 cents a barrel, which grain men here say is noncompetitive.

"The market east of Buffalo practically would be closed to this section by the new rate," said C. V. Topping, traffic manager of the Southwestern Millers' League. "It would take away from us our most necessary market. Over 30 million barrels of flour is consumed annually in that market and at least 40 per cent of the flour milled in the middle West is sold there."

Formal presentation of the protests are being withheld pending publication of the new tariff, which is expected in a few days.



## New York Completes Future Trading Program.

The honor of making the first sale of grain for future delivery under the new system of the New York Produce Exchange fell to Axel Hansen, the most active promoter of the renewal of future trading, when on Aug. 2 he sold December wheat at \$1.52 to B. F. Schwartz for the account of the New Jersey Flour Mills Co.

As part of the inauguration of future trading a reception was held on the floor at 1 p. m., after which a luncheon was served in the club-room on the roof, where Julius H. Barnes, well known to Western grain dealers, presided. B. H. Wunder and Axel Hansen made addresses explaining the facilities and asking co-operation. About 150 were present, including leaders from commerce, transportation and government. Among others present were Hubert J. Horan, pres. of the Philadelphia Commercial Exchange; and A. R. Dennis, president of the Baltimore Chamber of Commerce.

The Exchange floor had been decorated with flags and bunting for the occasion.

The bid the Exchange is making for future trading is service. The basis is the immense stocks of wheat and other grains accumulated at Buffalo, N. Y., a most strategic point for delivery on the cash contracts usually made by dealers in the other important markets along the Atlantic seaboard.

ALL DELIVERIES are made at the final market price of the preceding day. If there is a range of prices at the close the delivery prices shall be the lowest price quoted.

The seller shall allow the buyer five days free storage and shall further deduct in his invoice any accumulated storage, insurance or any other charges due against the grain at time of delivery, but elevation charge is for buyer's account.

The freight charges to Buffalo shall in all cases be fully paid by the seller. The grain tendered must not be subject to eastern rail rates higher than the prevailing ex-lake rates, and if the grain carries a thru rate from its original western point of shipment to points east of Buffalo, the freight bill or waybill covering the western proportion of the freight charges shall be attached to the warehouse receipts.

### THE WHEAT GRADES DELIVERABLE ARE:

On all contracts for domestic wheat for future delivery the grades deliverable shall be, unless otherwise specified:

No. 1 hard spring wheat, 2c per bu. over contract price.

No. 1 dark hard winter wheat, at 1½c per bu. over contract price.

No. 1 dark northern spring wheat at 1c per bu. over contract price.

No. 2 dark hard winter wheat at ½c per bu. over contract price.

At the contract price: No. 1 hard winter wheat, No. 2 hard winter wheat, No. 1 red winter wheat, No. 2 red winter wheat, No. 1 northern spring wheat.

No. 2 dark northern spring wheat at 2c per bu. under contract price.

No. 2 northern spring wheat at 5c per bu. under contract price.

On all contracts for bonded wheat for future delivery the grades shall be unless otherwise specified:

At contract price, Manitoba No. 1 hard wheat and Manitoba northern wheat.

Manitoba No. 2 northern wheat at 3c per bu. under contract price.

Manitoba No. 3 northern wheat 8c per bu. under contract price.

Manitoba No. 4 wheat at 20c per bu. under contract price.

Yellow hard wheat is not a contract delivery.

Wheat is the only grain traded in at present. It is planned to add corn and other grains later.

The total transactions on the first day were about 5,000,000 bus.

A new Western Union ticker service was installed on the opening day to carry the grain quotations. Cable service connection with Liverpool and London is planned.

THE PRICE of memberships has advanced from \$1,150 in February to \$3,250 at present. At a special meeting of the board of managers recently 17 additional firms were admitted to membership in the New York Grain Clearing Corporation. They are: Barnes-Ames Co., Hansen Produce Co., Montgomery, Straub & Co., Albert C. Field, Melady Grain Co., B. F. Schwartz & Co., N. W. Peters & Co., M. B. Jones & Co., J. S. Bache & Co., C. W. Andrus & Son, Pynchon & Co., Moss & Ferguson, W. H. Story & Co., Knight & Co., Pritchard & Co., E. H. Dare & Co., and Milmine, Bodman & Co.

CHARGES: The following rates of commission have been established as the minimum charges for the transaction of business: For non-members, ¼c per bu.; for members, for the purchase or for the sale, or for the purchase and sale of grain for future delivery, ⅜c per bu., provided, however, that on trades which are for the personal account of resident members and which are closed during the same session, commission shall be 1/16c per bu. The following rates of brokerage have been established as minimum charges: For the purchase or sale of grain for future delivery, 15c for each 1,000 bus., provided the order is for 5,000 bus. or more, and 25c per 1,000 bus., provided the order is for less than 5,000 bus.

## Dust Explosion in Kansas Elevator.

It is not often that we receive a report of a dust explosion in a country elevator, and when we do, we are disposed to look upon it with suspicion, because so many of these reported explosions have been found to be simply rumors without foundation. However, the explosion in the elevator of C. C. Jennings at Spearville, Kan., on June 28 was no doubt an explosion of grain dust.

At 4:30 P. M., that afternoon new wheat was being received into the southeast section of the cylindrical tank when an explosion occurred that blew the roof off this bin with such force that part of it fell on to the railroad track and some of it fell back into the bin; that falling into the bin breaking down one of the wood partitions dividing the cylindrical tank into small bins. The entire roof over this bin was pulled loose from the main walls.

It is unknown what caused the explosion, but it is presumed that the dry wheat running into the bin contained a stone or some metallic substance that made a spark when it struck the steel crossrods, and this spark ignited the dust suspended in the bin.

This concrete tank was built in 1916, 24 ft. in diameter and 40 ft. high, the outside walls being of reinforced concrete 5 in. in thickness. In the center was a leg well containing the elevator legs and the manlift, and this extended 16 ft. above the main bins and helped to form the cupola.

The storage part of the tank was divided into four bins, by wood partitions, and these were rodded together.

So much dust is permitted to accumulate in the cupola of all country elevators, the wonder is that they are not more frequently visited by dust explosions. The damage to this 17,000 bu. concrete elevator was estimated at about \$300. Mr. Jennings quickly built on another roof and continued to receive grain.

### To Grain Dealers.

It's either too hot and ruins the crops  
Or it's too cold and they won't grow.  
The weather's never what we want  
We'd like to have it, just so and so.

First the wheat was sown too late  
And couldn't do any good,  
But Nature sorter took care of that;  
Of course, we knew she would.

Then the oats caused quite a worry.  
Too late a start and awful short.  
Just knew that they were ruined.  
Couldn't possibly make a crop.

Corn crop's sure to be a failure.  
Can't be over half a crop.  
First too wet, then too dry,  
Too cool, and then too hot.

It's a funny world, with funny people,  
With some everything's goin' wrong.  
But a cheerful smile is sure worth while  
And helps the world along.  
V. E. Chambers, Sidney, O.

### Burning of Another "Concrete" Elevator.

The reinforced concrete elevator and large warehouses of the Farmer's Union Warehouse Co., at Moscow, Idaho was visited by a hot fire July 11. The fire started in the hay warehouse at 6 P. M. and the entire plant was soon enveloped in flames. The water pressure was not sufficient to throw a stream on the wood cupola so it was quickly burned, and the leg with its wood casing collapsed and burned in the leg well. From this fire was communicated to the machinery and power installation on the work floor so it also was destroyed.

The "fireproof" tanks contained 10,000 bus. of grain and 4,000 bus. of peas which were destroyed.

This fire like the destructive fires in the concrete elevator at Arkadelphia, Ark., and Kingston, O., illustrated in the Journal for May 10, 1926 was fed by the combustible material used in completing or equipping the concrete tanks. The loss was heavy.



Ruins of Farmers Union Warehouses and Elevator at Moscow, Idaho.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### CANADA.

Saskatchewan, July 28.—In a territory covered by a 2,500-mile drive in Saskatchewan and Alberta rust damage cannot develop to the extent that it should become a market factor. An early frost is not considered herein, but should hold off for the necessary three weeks. Several days of cool rain would do the most good if frost holds off. With average temperature and only scattered showers, these provinces and Manitoba should produce a minimum of 320,000,000 bus., and under nearly ideal conditions not over 360,000,000 bus. should be expected. Rain is badly needed for late grain, oats and barley, over considerable territory, as much of these crops has not headed. Early oats and barley average very poor to fair.—R. O. Cromwell of Lamson Bros. & Co.

### COLORADO.

Fort Collins, Colo., Aug. 2.—We are receiving wheat every day now of very fine quality and exceedingly large yield. In fact, our wheat is the best we have had for years, both in quality and quantity.—G. B. Irwin, Mgr., The Fort Collins Flour Mills.

### ILLINOIS.

Bradford, Ill., July 24.—Oats here are fair to poor prospect, while corn has splendid chance for another fine crop.—E. G. Reese & Son.

Greenview, Ill., July 26.—The new wheat is averaging a yield of 15 to 20 bus. to the acre, is good color and is testing 59 to 61 pounds. Yield will equal or overrun that of last year. Movement just started.—C. W. Hatch, Beggs & Hatch branch of Central Illinois Grain Co.

Dudley, Ill., July 31.—Wheat is a good strong average crop of excellent quality. Oats are only fair. Early corn somewhat damaged by drought; late corn is more satisfactory. Fine rain is falling right now. There will be no timothy cut for seed here. The wheat is being shipped as threshed.—Dexter Baber.

Springfield, Ill., Aug. 4.—Threshing interrupted some by rain. Winter wheat is all cut. Oats are a failure in the southern counties. Corn made good progress in the north; it is tasseling generally. The crop was hurt by dry weather in portions of the central and southern divisions and there was some firing.—Clarence J. Root, meteorologist.

West Union, Ill., July 29.—A Mr. Albert Wright, who uses a great deal of limestone on his land, harvested one and one-sixth acres where he sowed 75 lbs. of selected wheat seed and threshed 58½ bus. from same. He also had 18 acres that averaged 34 bus. Turnouts were good thru this section.—Ben Forsythe, Agt., Paul Kuhn & Co.

### INDIANA.

Mill Grove, Ind., Aug. 7.—Have had heavy rains the last two days that stopped the threshing and damaged the wheat in the shock. Lots of oats that will never be threshed now since the heavy rain.—Will Graves.

Boggs town, Ind., Aug. 3.—Our wheat is about all threshed. We find the quality excellent and of very high test weight. Our receipts about like last year tho yields are larger per acre. Acreage was very small on account of our county agent who advised and insisted on the farmers not sowing any wheat until after the 9th of October. A few of the most practical ones paid no attention to him and began at the right time, about Sept. 26, and all of this class had good yields, running from 20 to 40 bushels per acre. Those who waited got only a part of the land sown to wheat and did not have such good yields. About one-half of our wheat is in storage in elevators and on the farms. A few of our farmers belong to the wheat pool and all are sadly disappointed, as we paid an average price for all the wheat we purchased last year of 18 3/10c more per bushel net and the money down than did the pool. Corn is looking very well in our locality but about two to three weeks later than most years.—L. C. Burnside, Mgr., Boggs town Grain & Supply Co.

Evansville, Ind., Aug. 3.—The long continued drought in southern Indiana was broken by heavy rains on Aug. 2-3 which will save the late corn crop. Timothy hay is scarce.—W. B. C.

Evansville, Ind., Aug. 3.—Southern Indiana farmers are planning to sow a larger acreage of wheat this fall than last year. The yield of the 1926 crop of wheat in southern Indiana was one of the best in many years.—W. B. C.

Lapel, Ind., Aug. 3.—Recent rains have delayed wheat threshing. All wheat has been testing very high and quality is extra fine, all grading No. 1. Oats threshing will start within a few days. Farmers selling more freely than usual. New corn looking fine and with favorable weather from now on yield will be above average. Farmers anticipating a large wheat acreage this fall.—F. M. Vickery, Lapel Lumber & Grain Co.

Crawfordsville, Ind., Aug. 7.—On Sunday and Monday we received considerable rainfall in Indiana, more through the central part of the state than either the northern or southern. The temperature has been extremely high all week until last evening when we had another shower after which it turned cool. Threshing of wheat practically all done in the southern half of the state. Northern half is just beginning. We have had considerable difficulty in holding the threshing up until the wheat was in condition. A few first loads went as high as 17% moisture, but all of this kind of wheat was necessarily stopped from threshing. Before yesterday's rain the moisture was around 13 to 14% and getting in good condition. We are finding considerable of the wheat sprouted in the shock which may cause this to grade lower on account of test weight. Yields have been exceptionally large, running as high as 45 bus. to the acre and until the heavy rains it graded practically all No. 1. We have not had any cars on the market since the rain to know how it will grade. Farmers have sold freely and we feel that when threshing is finished there will be very little wheat on the farms. Price has been mainly satisfactory around \$1.25. New corn crop making rapid growth and being forced by hot weather. Rains have been beneficial. Practically all in tassel of the early planted. About one-third of the crop, however, still looks "sick." Oats threshing has just begun. Oats received are testing 30 to 32 lbs. A good color before the rain.—Crabbs Reynolds Taylor Co., H. L. Gray.

### KANSAS.

Woodston, Kan., Aug. 3.—Crops are poor.—Ray G. Vanderlip, Mgr., Farmers Elvtr. & Merc. Co.

Norton, Kan., Aug. 7.—Following the Rock Island from here to Omaha, Neb., the corn was burned or so badly fired that it will make nothing but fodder.—S.

Sublette, Kan., Aug. 4.—We have just had a three-inch rain which puts the ground in excellent condition for fall plowing and we anticipate even a larger acreage will be sown this fall than ever before. Haskell county is becoming famous on account of its wheat kings.—Claude M. Cave, Mgr., The Sublette Grain Co.

Leon, Kan., July 30.—Little sprinkle today in this vicinity but was insufficient to do any good. Corn is suffering some and needs rain right soon.—E.

Beverly, Kan., July 26.—Good quality wheat in the territory about Juniata this year, averaging about 15 bus. per acre. Car service good so far and movement normal.—M. Chamberlain.

Grenola, Kan., Aug. 7.—This locality has produced and harvested a good oat and wheat crop. Corn, kafir and cane are looking well, but the weather is now too dry and hot and must have rain immediately or these crops will be greatly damaged. Pastures are holding fairly good but stock water is getting short in a few places. Prairie hay is now being harvested, the yield is not heavy tho the quality is good as a rule. Sweet clover is just starting to be thrashed, but not far enough along to tell what the average yield will be or the quality, acreage saved this season is not large.—J. R. Demmitt, The Grenola Mill & Elvtr. Co.

### MISSOURI.

Charleston, Mo., July 31.—Our crop of wheat this year was very short in acreage, being not over 18 to 20% normal. However, we had a good yield, the county averaging around 21 bushels of good heavy testing wheat, most of it grading No. 1. Our farmers have marketed practically all of the crop and around 85% of the wheat from this territory has already been shipped.—R. C. Davis, Mgr., Whitehead-Davis Grain Co.

### NEBRASKA.

Preston, Neb., Aug. 5.—Our threshing is all done and without the hindrance and handicap of rain. Is testing 61 to 63 lbs. About one-third still in farmers' hands.—John Pearson, Farmers Union Co-op. Ass'n.

Crete, Neb., July 27.—Right in this vicinity all of the wheat will be harvested and will run on an average of from 17 to 21 bushels per acre. We are near the western edge of the area where fair yields were made. West of us fifty miles the yield is light and will run all the way from five to fifteen bushels. In some places it will not be cut at all. The movement of the new wheat is now beginning in earnest. A great deal of shock threshing is being done at the present time and a very small percentage of the grain is being stacked. The crop is variable in that it runs all the way from 10% to 16% in protein. The milling quality is very fine, much better than any year in the last five. The baking quality is exceptionally good.—E. A. Talmeh, manager, The Crete Mills.

### NORTH DAKOTA.

Zap, N. D., July 29.—This year's crops are a fizzle.—John Stephan, manager, Farmers Co-op. Co.

Alsene, N. D., July 26.—Crop prospects are favorable at the present time.—Alsene Farmers Elvtr. Co.

Selfridge, N. D., July 22.—Crops about all short in this vicinity.—J. F. Condie, Selfridge Equity Exchange.

## Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for September delivery at the following markets for the past two weeks have been as follows:

	July 26.	July 27.	July 28.	July 29.	July 30.	July 31.	Aug. 1.	Aug. 2.	Aug. 3.	Aug. 4.	Aug. 5.	Aug. 6.	Aug. 7.	Aug. 8.
<b>WHEAT</b>														
Chicago	142½	141½	140½	144½	144½	143½	139½	139½	139½	139½	138½	138	137½	138½
Kansas City	134½	134½	133½	136½	136½	136	132½	131½	131½	131½	130½	130½	130½	131
St. Louis (red winter)	146½	145½	145½	146½	145½	144½	141½	141	140	139½	138½	137½	137½	138½
Minneapolis	153½	152½	151½	153½	154½	154½	150½	150½	150½	149½	149½	149½	149½	149½
Duluth (durum)	138½	137	137½	139½	140½	139½	136½	136½	135½	134½	134½	133½	133½	134½
*Winnipeg	145½	145	143½	146½	148	147½	†	143½	143½	143	141½	140½	140½	141½
Milwaukee	142½	141½	141	144½	144½	143½	139½	139½	139½	139½	138½	138½	138½	139½
<b>CORN</b>														
Chicago	85½	85½	85	85½	85	84½	84½	86½	84½	84½	84½	83½	83½	84½
Kansas City	83½	84½	84½	85½	83½	83½	83½	85	84½	84½	83½	83½	83½	85½
St. Louis	86½	87½	86½	86½	86½	85½	86½	88½	87	86½	85½	84½	84½	85½
Milwaukee	85½	86	85½	85½	85	84½	84½	86½	84½	84½	84½	84½	84½	85½
<b>OATS</b>														
Chicago	44½	44	43½	43½	43½	42½	42½	42½	42½	42½	41½	41½	41½	41½
Kansas City	43½	43½	43½	43½	42½	42½	41½	41½	41½	41½	40½	40½	40½	40½
Minneapolis	42½	42½	41½	41½	41½	41½	40½	40½	39½	39½	39½	38½	38½	39½
*Winnipeg	50½	50	49½	49½	50½	49½	†	49	48½	48	47½	47½	47½	48
Milwaukee	44½	44½	43½	43½	43½	43½	42½	42½	42½	42½	41½	41½	41½	42½
<b>RYE</b>														
Chicago	106½	106½	106	107½	107½	106½	104½	104½	103½	102½	101½	100½	100½	101½
Minneapolis	104½	104½	103½	105½	105½	104½	102½	102½	101½	98½	98½	96½	96½	97½
Duluth	105½	105½	105½	106½	106½	105½	103½	103	102	100½	99½	98½	98½	99½
*Winnipeg	109½	107½	106½	108½	108½	107	†	104½	103½	103½	102	100½	100½	102
<b>BARLEY</b>														
†Minneapolis	69	68½	68	68	68½	68½	66½	66½	66	66	65½	64½	64½	64½
*Winnipeg	64½	63½	62½	63	63½	62½	†	62½	61½	61½	61½	61	61	61½

\*October. †Old barley. ‡Holiday.



## OHIO.

Bluffton, O., Aug. 6.—Wheat thru this section is excellent, all grading No. 1 is testing from 60 to 64 and averaging from 30 to 55 bus. per acre. One field yielded 550 bus. from 10 acres, or 55 bus. per acre.—The Bluffton Mfg. Co.

St. Paris, O., Aug. 5.—Wheat before the rain was the finest quality in years. Corn late but doing excellently. Oats good if wet weather does not damage them. Barley also good. Clover and timothy light, sweet clover good.—Farmers Grain & Feed Co.

Fredericktown, O., July 29.—The quality of the new wheat here is splendid and the yield is higher than the average. Same moved quite rapidly the last week but the heavy rain here on Tuesday (27th) has stopped threshing for a few days as a large part of the wheat is threshed from the field here and hauled directly to the elevator.—Hubert W. Updike.

## OKLAHOMA.

Leedey, Okla., Aug. 3.—Average yield of wheat about 16 bus., test weight good and running as high as 64. About 70% marketed.—Logan & Sapp Grain Co.

Edmond, Okla., Aug. 3.—The wheat is about all threshed here and we have handled it in good shape, having no complaint of shortage of cars. Most all of it graded good, and only the wheat that was threshed last and got several rains

did not grade No. 1, but rather No. 2, with a little No. 3. All the earlier threshed wheat tested 60 to 63 pounds to the bushel.—E. H. Suenram, mgr., Farmers Grain Co.

## WASHINGTON.

Spokane, Wash., July 31.—Considering the Big Bend Country as a whole, the average production may reach 15 to 18 bushels on spring wheat; the harvest in this section is half over. In the section about Ritzville, Lind, Washtucna, Kahlotus, and the Rattlesnake flats, the yield will average from 18 to 20. The bulk of the harvest will be finished by the middle of August in the Lind section where winter wheat will probably strike an average of 22 bushels. In the Palouse country the harvest is just starting. Winter wheat there will average from 27 to 30 bushels and spring wheat 25 to 27. Tests show there is more No. 1 wheat than formerly. Favorable weather conditions are responsible for the high grade wheat.—J. W. Raymond, Manager, Sperry Flour Co., S. N. B.

## License of Birmingham Federal Hay Inspector Withdrawn.

"The United States Dept. of Agri. recently advised the Birmingham Grain Exchange that it could not reissue a license to the present Federal Hay Inspector of the Exchange for the new year beginning July 1, 1926. This was done because the present inspector was not applying the U. S. Standards properly and it did not appear that he would learn to do so within a reasonable time. The Department informed the Birmingham Exchange that it would be glad, however, to license any competent inspector whom the Exchange could obtain or to assist the Exchange in obtaining one. The withdrawal of this license leaves Birmingham without Federal Hay Inspection for the present. Negotiations are now under way between the United States Department of Agriculture and the Alabama Department of Agriculture and Industries which may result in some arrangement for Federal-State hay inspection at Birmingham in the near future."

Evidently the Bureaucrats had their hearts set on getting the Birmingham job. Thruout all nations the one efficiency for which Government employees are noted is getting and holding on to sinecures.

## Government Crop Report.

Washington, Aug. 10.—The U. S. Dept. of Agriculture reports the condition on Aug. 1 of corn as 72.5%; spring wheat, 60.2; oats, 71.4; barley, 69.8; flaxseed, 65.2; hay, tame, 73.6; pasture, 69.9; compared with corn, 77.9; spring wheat, 73.9; oats, 79.1; barley, 79.5; flaxseed, 75.4; tame hay, 73.2; pasture, 69.5% on Aug. 1, 1925.

Production in bus. is forecast at: Corn, 2,577,000,000; winter wheat, 626,000,000; spring wheat, 213,000,000; fall wheat, 339,000,000; oats, 1,311,000,000; barley, 191,000,000; rye, 41,900,000; flaxseed, 41,900,000; tame hay, 77,900,000 tons; compared with harvested corn, 2,905,000,000 bus.; winter wheat, 396,000,000; spring wheat, 276,000,000; all wheat, 666,000,000; oats, 1,512,000,000; rye, 48,600,000; barley, 217,000,000; flaxseed, 48,600,000, and hay, 22,000,000 tons a year ago.

Yields per acre are: Corn, 25.5 bus.; winter wheat, 17.1; spring wheat, 10.2, and all wheat, 14.0; oats, 28.5; barley, 21.6; rye, 11.6; flaxseed, 6.7, and hay, 1.32 tons.

## Quality Wheat at Toledo.

Toledo receipts wheat last week of July 907 cars, and to show the high quality, we need only mention that 837 cars graded No. 1 and a large part of this wheat tested 62 pounds, and dry as a bone. 32 cars graded No. 2 Red. There was some 2 Soft White which sold at 1½c premium. Also several cars that contained smut and a few cars (that must have been threshed in the rain) graded off account high moisture.—J. F. Zahm & Co.

## Government Crop Reports.

In its report on the crops, just issued, the Dominion Bureau of Statistics repeat the figures for total yield indicated in its report based on conditions on June 30. During the past month we have had extreme weather conditions. Temperatures over 95 are not normal, nor is it normal for so large an extent of country to have no rainfall for two weeks or more. The probabilities of the crop on June 30 were very much better than they are today. We believe the attitude towards government crop reports should be very critical, because correct information is so important. The government was wrong on June 30 or it is wrong now.

Again we notice that the government is extending its field and issuing estimates on the world wheat crop. There can be no objection to publishing authoritative estimates from other countries, but great care should be exercised in making clear just what the figures cover. In the press report from Ottawa certain figures are given as the probable total world crop of wheat, whereas these figures are large enough to represent only the larger producers in the northern hemisphere and are very far short of what the world crop will be. *Grain Trade News*, Winnipeg, Aug. 4.

## Northwestern Crops Spotted.

Minneapolis, Minn., Aug. 4.—The later crops of small grain, in some districts, in the four Northwestern States, Minnesota, North Dakota, South Dakota and Montana, have probably suffered some deterioration during the past week. This was caused principally by the dry weather and extreme heat, which has forced the grain and ripened it too rapidly.

All crops of small grain are so spotted and uneven that it is impossible to estimate the average yields. Some of the early threshed spring wheat has shown from 4 to 16 bu. to the acre, while other fields are so poor that they will not be cut.

In the Northeastern quarter of North Dakota, the condition of the durum wheat is the best in the entire territory and some very good yields and high quality are predicted.

The corn crop in central South Dakota shows the effect of the recent dry weather and heat. Undoubtedly their crop will be lighter than estimated 2 or 3 weeks ago. In Southern South Dakota and Minnesota, conditions are very much better, and with moisture, good yields are anticipated. In the Northern districts, corn is still very backward and probably only a small amount will mature.

Our recent reports on flax are not as good as a week ago. The extremely hot and dry weather in places has affected some fields, which in 3 or 4 days have turned brown. In the Northeastern quarter of North Dakota and in some of the Northern tier of counties in that State, the flax shows a very good condition. Some of it is in the blossom, while other fields are in the boll. During the month of July, the flax crop in the Northwest, as a whole, has undoubtedly shown considerable deterioration. Unless there is moisture in some places, we may expect a further reduction in this crop.—The Van Dusen-Harrington Co.

## Winter Wheat 630,041,000 Bus.

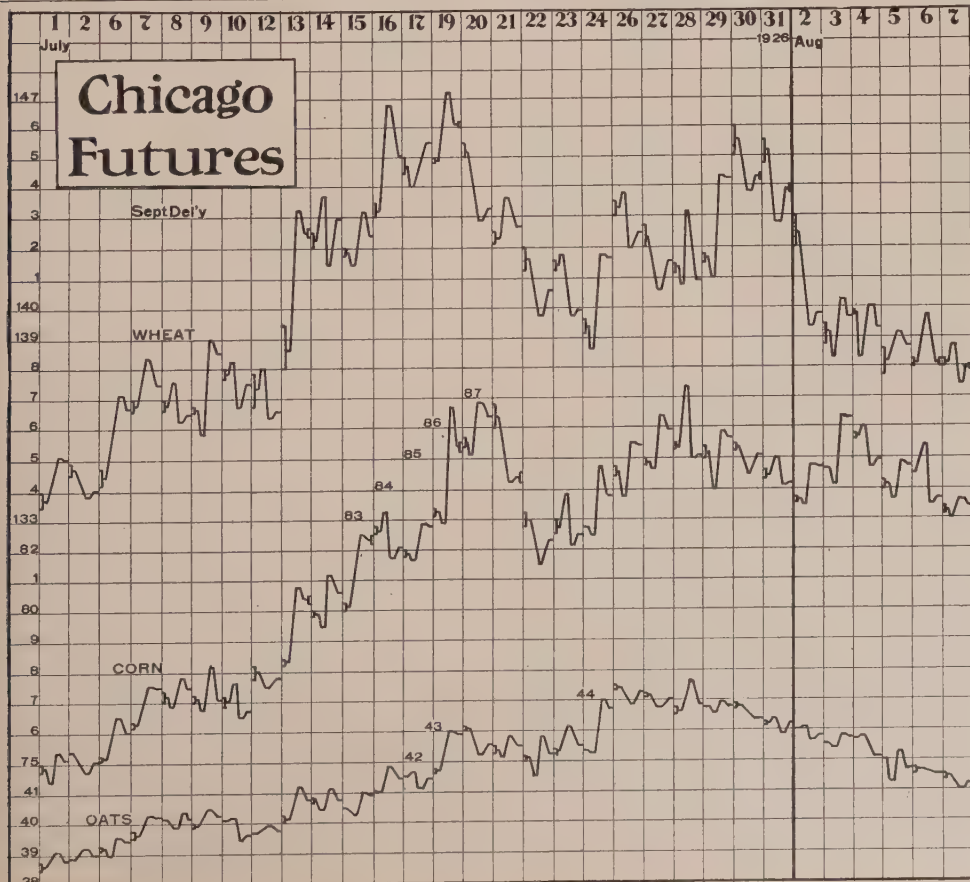
Chicago, Ill., Aug. 5.—The estimated yield per acre of winter wheat is 17.1 bus., which compares with a 10-yr. average of 14.6 bus. and last year's yield of 12.8 bus. Total production is estimated to be 630,041,000 bus.; which is about 65,000,000 bus. more than forecast a month ago. Last year's crop was 396,000,000.

The present forecast of spring wheat production, 212,962,000 is moderately higher than a month ago, but it still indicates a short crop. In North Dakota conditions are decidedly variable from nearly normal to total failure. The best condition is in the section where Durum predominates and the poorest section is where bread wheat predominates.

At the end of July the condition of corn was 73.9% of normal; compared with 80.5%, the 10-yr. average. The forecast is 2,601,971,000 bus.

The condition of the oats crop is estimated 71.2% of normal, compared with a 10-yr. average of 80.4%. The forecast is 1,302,275,000 bus.

Assuming about 20 bus. per acre for other than spring wheat in the three provinces the indications for all Canada are for 385 to 390 million bus.—Nat C. Murray, statistician, Clement, Curtis & Co.





## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Lapel, Ind., Aug. 3.—Farmers selling more freely than usual.—F. M. Vickery, Lapel Lumber & Grain Co.

Leedey, Okla., Aug. 3.—We believe 70% of wheat has been marketed in this territory.—Logan & Sapp Grain Co.

Greenview, Ill., July 26.—Wheat movement just started.—C. W. Hatch, Beggs & Hatch Branch of Central Illinois Grain Co.

Preston, Neb., Aug. 5.—About one-third of the new wheat is back in farmers' possession.—John Pearson, Farmers Union Co-op. Ass'n.

Ellinwood, Kan., Aug. 5.—The heavy movement is about over and our storage facilities are crammed to the limit.—Wolf Mlg. Co.

Seward, Kan., Aug. 6.—Not more than 20% of the crop here has moved. Farmers are binning it.—Dave Beck, Agt., Keystone Mlg. Co.

Harrodsburg, Ky., Aug. 5.—Deliveries of grain have been temporarily refused by Clell Coleman & Sons, their elevator here and at Burgin being filled.

Billings, Okla., Aug. 2.—Quite a lot of wheat has been binned up in this locality.—Wm. Hayton & Son, successor to Farmers & Merchants Elevator Co.

Pampa, Tex., July 23.—All the stored wheat which was piled high on the ground hereabouts is just about all cleaned up now.—L. C. McMurry Grain Co.

Boggs town, Ind., Aug. 3.—About one-half of our wheat is in storage in elevators and on the farms. Receipts about like last year.—L. C. Burnside, manager, Boggs town Grain & Supply Co.

Calgary, Alta., Aug. 6.—The first car of new wheat to be marketed in this province this season was received by the Maple Leaf Mlg. Co. this morning. The wheat was grown at Chin, a few miles east of Lethbridge, and graded No. 1 Northern.

### Rye Movement in July.

Receipts and shipments of rye at the various markets during July, as compared with July, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	10,073	131,389	.....	392,691
Chicago	75,000	21,000	599,000	1,488,000
Cincinnati	11,200	4,200	.....	1,400
Denver	1,500	3,000	.....	.....
Duluth	278,539	183,040	1,799,937	1,625,732
Ft. William	216,413	.....	1,426,514	.....
Kansas City	25,300	3,300	63,800	5,500
Milwaukee	49,620	21,995	33,865	50,259
Minneapolis	237,430	114,770	159,340	177,930
New Orleans	19,785	2,800	.....	.....
New York	961,700	701,000	448,000	989,000
Omaha	88,200	18,200	81,200	11,210
St. Louis	9,100	15,600	6,085	8,400
Superior	215,713	65,276	1,014,000	173,607
Toledo	16,800	2,400	7,635	10,125

### Corn Movement in July.

Receipts and shipments of corn at the various markets during July, as compared with July, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	51,014	39,551	75,039	.....
Chicago	4,051,000	2,917,000	4,189,000	4,105,000
Cincinnati	449,800	354,200	516,200	217,000
Denver	161,200	404,550	96,100	89,900
Duluth	5,725	7,816	.....	24,439
Ft. Worth	97,500	19,750	51,250	85,000
Hutchinson	6,250	65,000	.....	.....
Indianapolis	1,133,000	1,100,000	962,000	948,000
Kansas City	836,250	890,000	1,055,000	1,632,500
Los Angeles	373,750	175,000	.....	.....
Milwaukee	260,080	250,120	191,879	354,155
Minneapolis	626,450	706,950	447,940	671,240
New Orleans	509,520	336,166	623,796	336,732
New York	225,659	53,500	.....	22,000
Omaha	1,323,000	543,200	865,200	628,600
Peoria	1,627,350	1,777,500	785,500	833,150
Philadelphia	19,160	10,402	34,669	84,825
St. Joseph	823,500	598,500	810,000	535,500
St. Louis	2,147,600	1,009,400	1,532,300	1,009,856
Seattle	147,500	56,250	.....	.....
Superior	10,058	10,412	.....	26,811
Toledo	246,250	117,500	150,700	90,635
Wichita	42,000	92,400	4,800	44,400

Halstead, Kan., Aug. 4.—The heaviest movement is over. Much wheat has been stored.—W. J. Barkemeyer, Halstead Milling & Elevator Co.

Edmond, Okla., Aug. 3.—We have handled the new wheat in fine shape, having no complaint to make about car shortage.—E. H. Suenram, mgr., Farmers Grain Co.

Winnipeg, Man., Aug. 5.—The first car of new wheat reached here today, being received by the Ogilvie Mlg. Co. This is the earliest shipment of new wheat in 10 years.

Cunningham, Kan., July 24.—We have had a slight let-up in the movement of wheat. Most of the combining is done. By far the larger share of our wheat has been harvested with a combine this year.—M. H. Bahling, Farmers Grain Co.

Fredericktown, O., July 29.—Wheat moved quite rapidly last week but the heavy rain here on Tuesday (27th) has stopped threshing for a few days, as a large part of the wheat is threshed from the field here and hauled directly to the elevator.—Hubert W. Urdike.

### Barley Movement in July.

Receipts and shipments of barley at the various markets during July, as compared with July, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	2,889	174,373	.....	150,000
Chicago	395,000	478,000	217,000	133,000
Denver	34,000	23,800	.....	.....
Duluth	136,469	1,012,695	320,343	943,761
*Ft. William	2,021,526	.....	3,995,920	.....
Ft. Worth	76,250	8,750	35,000	6,250
Hutchinson	7,500	12,500	.....	.....
Kansas City	6,000	73,500	2,600	33,800
Los Angeles	393,750	231,250	.....	.....
Milwaukee	388,440	554,040	88,865	93,578
Minneapolis	407,350	774,640	295,770	753,500
New Orleans	4,200	5,600	.....	.....
New York	1,357,800	1,822,700	1,594,000	1,750,000
Omaha	28,800	54,400	19,200	17,610
Peoria	83,400	22,200	16,800	32,200
Philadelphia	2,786	52,042	.....	98,333
St. Louis	32,000	65,600	14,400	.....
Seattle	56,250	17,500	.....	.....
Superior	159,973	992,826	201,692	1,001,609

### Oats Movement in July.

Receipts and shipments of oats at the various markets during July, as compared with July, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	129,309	136,564	96,589	.....
Chicago	2,719,000	4,212,000	3,911,000	6,521,000
Cincinnati	217,000	254,000	180,000	74,000
Denver	70,000	154,000	52,000	74,000
Duluth	303,758	851,687	1,316,427	2,933,311
*Ft. William	3,369,753	.....	4,553,475	.....
Ft. Worth	699,000	571,500	31,500	64,500
Indianapolis	564,000	862,000	520,000	766,000
Kansas City	163,200	887,400	220,500	420,000
Los Angeles	92,400	84,000	.....	707,473
Milwaukee	1,205,100	1,168,000	756,729	3,071,610
Minneapolis	638,800	1,908,570	2,229,920	45,375
New Orleans	154,017	99,944	96,861	55,375
New York	1,142,000	1,201,000	523,000	1,469,000
Omaha	766,000	1,638,000	768,000	1,170,000
Peoria	679,500	692,000	354,800	645,400
Philadelphia	80,801	292,343	55,637	230,790
St. Joseph	90,000	188,000	36,000	70,000
St. Louis	1,426,000	2,664,000	1,348,000	1,928,000
Seattle	28,500	42,000	.....	.....
Superior	204,818	489,588	791,003	981,095
Toledo	654,500	709,100	533,560	626,335
Wichita	7,500	69,000	.....	1,500

### Wheat Movement in July.

Receipts and shipments of wheat at the various markets during July, as compared with July, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore	2,130,208	2,095,659	1,557,907	1,171,272
Chicago	7,413,000	6,008,000	5,547,000	1,800,000
Cincinnati	1,022,000	1,099,000	138,600	253,400
Denver	478,500	599,000	33,000	13,500
Duluth	2,026,577	1,496,354	2,153,378	4,564,587
*Ft. William	7,566,218	.....	11,491,077	.....
Ft. Worth	6,390,600	2,928,800	2,281,400	198,800
Galveston	.....	.....	13,902,380	287,466
Houston	.....	.....	1,246,000	.....
Hutchinson	13,189,500	2,612,250	.....	.....
Indianapolis	1,407,000	1,392,000	588,000	602,000
Kansas City	30,808,350	10,744,650	7,245,450	4,625,100
Los Angeles	439,600	383,600	.....	.....
Milwaukee	1,904,030	747,600	1,294,092	104,494
Minneapolis	8,610,280	5,522,350	2,418,350	3,206,130
New Orleans	693,000	326,015	521,348	704,837
New York	4,427,000	5,010,700	4,292,000	6,587,000
Omaha	5,373,200	2,865,800	1,702,400	1,107,400
Peoria	197,600	85,400	106,800	73,200
Philadelphia	618,316	1,211,933	570,601	1,072,481
St. Joseph	2,515,800	2,125,200	680,400	485,800
St. Louis	7,606,200	6,960,200	2,494,800	4,136,170
Seattle	10,278	2,100	.....	.....
Superior	1,306,080	868,401	959,359	2,083,317
Toledo	1,509,000	930,910	85,535	53,555
Vancouver	126,861	.....	686,727	1,508,254
Wichita	11,000,600	4,374,000	6,133,050	2,818,800

Turon, Kan., Aug. 6.—Farmers around here are storing considerable and the movement has been light to date.—W. R. Atherton, Collingwood Grain Co.

Chicago, Ill., Aug. 6.—Wheat stocks of mills reporting to the Millers National Federation were 29,947,000 bus. on June 30, against 25,241,333 bus. on June 30 a year ago.

Dartmouth (Great Bend p. o.), Kan., Aug. 5.—While the big rush is over, we are still loading out cars about as fast as we can get them.—Leonard Komarck, agt., Wolf Mlg. Co.

Hudson, Kan., Aug. 6.—I don't believe more than 10% of the wheat here has gone to market. At the best that can be only a guess, but farmers are making good use of their bins.—C. M. Clark.

Wichita, Kan., July 26.—This market received 444 cars of wheat today, indicating the farmers are taking advantage of the slight advance in the market during the latter part of the preceding week.

Winfield, Kan., July 27.—Out of the 31,000 bus. of wheat we have shipped this season, only 15 loads came in by wagon, the rest was trucked.—O. E. Bailey, mgr., Winfield Farmers Union Co-op. Ass'n.

Charleston, Mo., July 31.—Our farmers have marketed practically all of the crop and around 85% of the wheat from this territory has already been shipped.—R. C. Davis, manager, Whitehead-Davis Grain Co.

Morenci, Mich., Aug. 3.—Movement of new crop grain has been very rapid and we have been forced to ship part of our receipts, as we could not store it all.—C. R. Kellogg, Kellogg & Buck, proprietors Morenci Roller Mills.

Sublette, Kan., Aug. 4.—As soon as the wheat that is on the ground is marketed we believe the farmers will hold what wheat they have in storage in the granaries for higher prices.—Claud M. Cave, mgr., The Sublette Grain Co.

Crete, Neb., July 27.—The movement of the new wheat is now beginning in earnest. A great deal of shock threshing is being done at the present time and a very small percentage of the grain is being stacked.—E. A. Talhelm, mgr., The Crete Mills.

Nickerson, Kan., Aug. 4.—Unlike most communities our farmers have considerable bin room and always hold back a good portion of their crops. We have more than ever back this year.—H. D. Fossey, mgr., Farmers Cooperative Elevator Co.

Washington, D. C., July 30.—In some counties of South Carolina and Georgia 30-60% of the bur clover seed crop had left growers' hands by July 27. In other counties the movement had not got under way. Late reports seem to confirm the first reports that the production was about the same as last year.—U. S. Dept. of Agriculture.

Washington, D. C., July 30.—Seed oats movement was fair in the South. About 35% of the crop had left growers' hands by July 27 compared with 25% last year on the same date. The greatest movement occurred in Oklahoma and North Carolina, where 55% and 40%, respectively, of the crop had been sold. In Texas, South Carolina and Georgia 20-25% had moved. The movement in Texas was much slower than last year.—U. S. Dept. of Agriculture.

Ottawa, Ont.—Canada increased its exports of wheat to all countries of the world by 107,293,639 bus. in the 10 months ending June 1, 1926, compared with the same period a year ago, according to a bulletin issued by the Dominion Bureau of Statistics. Total wheat shipments in the 10 months amounted to 231,370,870 bus., compared with 124,077,231 bus. the previous year. Great Britain was the principal purchaser of Canadian wheat, taking 161,214,548 bus., or 74% of the entire export. The U. S. bought only 9,254,835 bus., or 4%. Other countries took 50,901,595 bus.—American Chamber of Commerce in Canada.

Washington, D. C.—Imports of wheat into bonded mills for export have amounted to 5,093,000 bushels during the period from Jan. 1 to July 10 as compared with 3,217,000 bushels for the corresponding period last year. Imports of wheat for consumption upon which duty is paid have amounted to 76,000 bushels from Jan. 1 to July 10 this year, against 59,000 bushels during the same period a year ago. Imports of wheat into bonded mills for grinding into flour for export amounted to 125,000 bushels during the week ended July 17. For the period from Jan. 1 to July 17 such imports have amounted to 5,218,000 bushels, as compared with 3,318,000 bushels for the same period last year.



# What Is Wrong With the Country Elevator Business?

The business conditions prevailing with country elevator operators in some sections are desperate. Many firms and companies have failed, others are in such a weakened financial condition they may be expected to suspend at any time. Bad business methods and vicious practices, always the natural product of cutthroat competition, must be credited to the oversupply of elevators at country stations. This condition will never be relieved until the number of elevators at many country stations is reduced. Two well equipped elevators are enough for any station. One of our Illinois correspondents suggests in this number that the surplus elevators at each station be used exclusively for the storage of grain of farmers who persist in holding. A good suggestion if the elevator operators were required to charge at least cost for the service.

Prof. R. M. Green of the Kansas Agricultural College, in his able address published on page 575 of the Journal for May 25 recommended a line of elevators as the most economical. A maximum efficiency and economy are essential to success with a minimum margin of profit, but the operation of country elevators by lines does not insure either.

All are agreed that the present conditions are intolerable, but what are you going to do about it?

## Divorce Speculation.

DAHLGREN, ILL.—If speculation could be divorced from the handling of actual grain, think results would be gratifying, insofar as the country buyer is concerned.—Gamble Feed & Seed Co.

## Business Badly Cut Up.

TEUTOPOLIS, ILL.—There are many causes: Too much automobile, inattention to business, working on too close margins and giving the advance, mingled with lots of white mule is the cause of a lot of failures.

Another thing is the volume of business in grain has been reduced in recent years, the trade is cut up too much. Too many bankrupt farmers who pass as farm advisers.

The administration seems to be trying to help the farmers. Why not have them help the millers and grain dealers? There are any amount of that class in a worse position than the farmer.—S. M. Co.

## Use Surplus Elevators for Storage Only.

It's possible and, to my notion, quite probable, that there are more elevators in Illinois than are needed to handle the grain produced in the state. I have in mind four elevators in ten or less miles, two of which could and usually do ship all of the grain raised in their territory. Under these strong competitive conditions it is only natural that some managers go after the business by extending too many privileges to their customers with a resultant loss to all the elevators.

On the other hand there is great need of more storage facilities for grain and the logical place seems to be the country, rather than city. Could it not be possible to make the need of this storage the solution of the elevators' troubles by selling the farmers the storage space in the surplus elevators as well as the material for them to provide storage on the farms?—A. D. S.

## Buying Grain Without Grading.

IRWIN, ILL.—We think speculation and buying grain without grade or taking it as it is, as they call it, are among the big reasons that help to send country grain man to the poor house.—Ferris Bros.

## Too Many Grain Dealers in Illinois.

MT. CARMEL, ILL.—The chief contributing factor to failures in the grain elevator business is the too great number of persons engaged in the business and the effort on the part of each buyer to outbid his competitor. This condition results in a margin of profit not at all commensurate with the increasing costs of operation.—Pioneer Grain Co.

## Free Storage Being Curtailed.

Sheldon, Ill.: It would be our judgment that advancing money to the farmers, who have been going behind for the last three or four years, is one of the big causes of grain dealers failing.

Fool overbidding and cutthroat competition is another fruitful cause of grief. Free storage is one of the bad practices that is being curtailed.

With us off-grade grain is a very serious problem. We can not tell whether corn will grade No. 3 or No. 6. We have loaded two cars of oats out of the same bin the same day and sent to the same market yet one graded No. 2, the other No. 4.—Farmers' Co-operative Elevator, J. D. Worsham, Mgr.

## Trouble Due to Overbuilding and Overbidding.

Litchfield, Ill.—In my opinion the grain man's troubles in this locality started in the years of 1916, 1917 and 1918 when the grain trade was well organized and the business was handled on a basis whereby the dealer could get a reasonable profit and exist. During those years due to the advancing market the grain men all made considerable money. This was used by the county Farm Bureau representatives as an argument that the dealers were profiteering on the farmers' grain and that the farmers themselves should own the elevators. The result was that thru the efforts of the Farm Bureau representative a co-operative elevator was organized in practically every town in this locality. They were operated by a manager and board of directors whose principal object seemed to be to handle all the grain and to try to put the individual or privately-owned elevator out of business regardless of whether they made profit enough to continue in business.

This has been going on in this locality since 1919 and the result is that practically all the privately-owned grain companies or dealers have gone out of business, either quit for the reason that there was no money in the business or were forced to do so for lack of funds and credit. While the co-operative companies have remained in business many are very heavily involved and most of them are merely continuing in business because the directors or well-to-do stockholders have signed notes as individuals to bolster up their credit at the local banks. There are one or two exceptions, but this is the true condition with most of them. Most of them are involved as much or more than the amount of their original capital stock.

I do not think that storage, the advancing of money to the farmer or giving the raise in the market has had any bad effect on the business in this locality as neither of the three so-called evils were ever practiced to any great extent.—W. H. Todt.

## Here Is One for You.

Dongola, Ill.—What is putting all the small mills out of business? Please tell us. I am an old timer and have worked like the devil. Not out but looks dark. Doing everything I can think of. What's the trouble?—Neibauer & Son.

## Common Sense Would Correct Troubles.

SHELDON, ILL.—Too large an investment. Too much overhead. Do not take enough margin, then gamble for a profit. Accepting low grade grain at good grain prices. Giving free storage and advancing money. Too much interest to pay. Common sense would correct all of the above.—H. R. Eastburn.

## Too Many Elevators in Illinois.

DUDLEY, ILL.—Number of plants handling grain have increased over 100 per cent since 1910 in this section of Illinois, reducing the volume of business for each much. Corn is now trucked out from the producers. Cost of operation, labor and repairs has increased until it is almost prohibitive. Fewer owners doing the manual labor about elevators; larger amounts of money are taken from the business, thus reducing the sinking fund; much grain is received out of condition causing loss; much grain is not delivered on time, thus preventing dealers filling sales as planned; depreciation is greater on the high cost machinery than the "old style." From an economy point freight, commission and incidentals has curtailed consumption. I submit one remedy: Meet conditions in entirely new way.—Dexter Baber.

## All Handle Grain for Nothing.

Witt, Ill.—We have carefully considered all angles of the grain dealers' troubles and believe that the elevator men have brought the unprofitable condition upon themselves.

All along this line from Pana, Ill., to Hillsboro, the elevator operators are harmed by the individual owner at Nokomis, Ill., who has as a competitor a farmers' elevator. Now when both pay the same price all the farmers who have stock in the farmers' elevator will take their grain to the farmers' elevator. But when the independent dealer pays 1c more the farmers will take it to him.

The U. S. Government during the world war allowed us a margin of 16c on wheat and the independent dealer has it down to 10c per bu. taking in consideration the freight, money invested, wear and tear, insurance, shrink and other waste he is losing money buying it on such a close margin. Before the event of the farmers' elevator at Nokomis, every elevator along this line made money, but since they put up a \$50,000.00 plant and started to put the private owner out of business we have not made money. We have never lost money as we handle coal, flour, feeds of all kinds and hay as side lines, but so far as grain is concerned we have handled it for nothing.

As long as this condition continues at Nokomis, Ill., every dealer along this line will just about hold his own and the two farmers' elevators, one at Nokomis, Ill., and the other at Ohlman, will lose money which they do every year.

The Ohlman Farmers' Ele. Co. tries to do business in the right way, but being only 4½ miles from Nokomis, and having farmers interested in both elevators, it must either pay what Nokomis pays or not get any grain. If this fight at Nokomis, Ill., could be settled every elevator along this line would be making money as we formerly did. If this condition could be ironed out at Nokomis we would not want a better location than we have. But as it is we are sick of contention and would gladly sell out. In time the farmers must quit business at both Nokomis and Ohlman. This applies to many other elevators through this section as well.—P. M. & El. Co.



**Illinois Buyers Not Grading Properly.**

HIGHLAND, ILL.—There is no doubt but what country grain buyers have lost money handling wheat the past crop season and they are continuing to lose on this crop. And why? It is not altogether due to the fact that we have had declining markets. We always have ups and downs, bulges and breaks. The principal reason is "improper grading." We are millers and we buy a lot of the wheat that these elevator operators buy, moreover, we come in direct competition with them in a limited way, buying from the farmer. One of the favorite stunts is to "stretch the test," in most cases only one pound, but frequently two.

They figure that in cleaning the wheat up, they can gain that back. They can when the wheat they are buying tests 58 and better, as there is only a cent difference in the cost per bushel of 58, 59 and 60 lb. wheat in the majority of buying schedules, but when they buy 57 lb. test down to 55 lb. test, in each pound they are supposed to dock 2c and when they give the seller the benefit of a pound, they are giving him 2c a bushel and while they may be able to clean 57 lb. wheat sufficiently to make it grade 58 lbs., thus making No. 2 out of it, there is some loss in screenings, dust and one thing and another, on which they cannot possibly realize more than a cent a pound, while paying over two cents a pound. When they get down to the 56 lb. and under types, it is a great deal more difficult to make it grade up, as it will mean the blowing out of a great deal of shrivelled grain, on which they cannot realize but half of what they paid for it.

Another bad practice is insufficient penalty for garlicky, smutty and weevily wheat, even though it may be sound.

Garlicky wheat should be docked 10c a bu. and why? Because a miller cannot use that wheat until towards the end of the crop year,

when the wheat has absorbed enough moisture out of the onion or garlick, to permit air suction to lift them out. It costs about a cent a bushel per month to carry wheat, not to say anything about the power cost of "turning" wheat frequently. That is the primary reason why garlicky wheat is not worth as much as the types that do not contain it. Moreover, if this loss is not passed on to the producer, there is no incentive for him to raise the best types of wheat and in due time, he contaminates not only his farm, but the entire township. We know of instances where such wheat has been purchased without penalizing it a cent.

Some years SMUT is very bad and while we do not have much of it in this immediate vicinity, in some sections they do. Wherever it is found it must be penalized severely to force the producer from re-seeding it. It is one of the worst, if not the worst, evils a miller has to contend with, because it cannot be eliminated without washing the wheat. It discolors the flour and increases the ash content.

Weevily wheat is another common loser for the country buyer. We had a lot of it this past year, commencing in the early winter months, to the end of the crop year. A lot of it was just unsound enough so the average buyer did not catch it. Many farmers caught it when it was heating, then treated it with insect destroyers. A lot of this wheat was badly weevil eaten and just slightly burnt, not mahogany colored but just a little darker than the wheat normally is. A lot of wheat was dark colored anyway, so it was difficult to catch it, especially when the weather was cold and one was in a hurry to get back to the stove.

Now there are a lot of country buyers who are guilty, possibly even some millers, and those who are had better grade properly, be-

cause when this wheat gets to market, the State or Federal inspectors will grade it, and the miller who sees the samples on the tables of the Exchange will see the defects and pay accordingly, all at the gain or loss of the country buyer. If persistently continued, this improper grading will lead to failure of a business that might otherwise be prosperous and flourishing.

Many failures are also due to taking "flyers" in the market. Every elevator manager gets a lot of literature on how to make money in grain and stock trading and the law of averages demands that a certain percentage fall for it. Remember that you cannot beat it, moreover, granting that you have pretty good judgment, you cease to have any, after you have a personal option trade. If your firm hedges its grain purchases, well and good, take care of that to the best of your ability, but do not do any personal trading.

Free storage is also a money loser wherever it prevails.

Making contracts for grain with farmers for future delivery is also a bad practice. If it goes down the farmer is tickled and if it goes up, he is sore and even though he completes the contract, if you do not give him the benefit of the advance, he is likely to give his future business to your competitor.—Highland Milling Co., Martin Huger, president.

**Six Causes of Grain Trade Failures.**

Allen (San Jose P. O.), Ill.: Speculation. 2—Selling stored grain without proper hedge. 3—Hedging grain and forgetting to take off hedge. 4—Buying on margins which will not cover overhead. 5—Buying grain at price over competitor to keep all business at home. 6—Too many elevators, reducing the volume of business.—Scott.



Sublette, Kan., Grain Dealers Have Been Struggling for a Month with a Flood of Wheat.

[See facing page]



## Old Time Methods and Margins Must Be Discarded.

Wellington, Ill.: Many things might contribute to the cause of failures among the older time grain men. We are living in a different age when the successful dealer has got to have a wider margin. I know of many old time dealers who think they can go along and do business on the same basis. There were lots of bad investments made during the war period that has been a heavy load for the best of men. Territories have been cut down by new elevators being put in which in themselves have lost money and have cut the territory up, so that it is hard for anyone to make money. Again we have gone through some years of grain going down when it is hard to keep right on the market and I really think there are a lot of men who got the speculative spirit during the war and have carried it into their business and have speculated on the Board of Trade to their detriment.—Boughton Bros.

## Not Making Interest On His Investment.

Hutsonville, Ill.: There seems to be many things wrong with the grain trade of Illinois: too many dealers, too many elevators, margins too small. Dealers are so eager to get the stuff they allow themselves to pay too much, buy high without protection, depending on an advance in the market for profits. A failure in the advance causes the dealer to hold on; if doing so with his own money, no heavy loss; if with borrowed money, at a high rate of interest. This with shrinkage, wastage and a decline in markets, liable to cause failures, or if able to stand it, he loses interest, neglects business, apt to try the Board of Trade, or buy Florida real estate or some other specu-

lative scheme. Why? Because no inducement to work the grain trade, nothing in it, these are some of the troubles of Illinois dealers.

Wheat in Chicago at threshing time opened up at about \$1.34 for July, our freight rate about 10 cents per bushel. We started paying \$1.20, then \$1.25, \$1.27, \$1.30, \$1.35 and \$1.36. Today it is \$1.43 to \$1.44 in Chicago, and we are paying \$1.30 for No. 2 soft. It's our opinion we would all fail if we had to pay interest on our investments and on the money we used for holding the grain.—Hurst Bros. & McNutt.

## Six Bankruptcies Due to Free Storage.

Pesotum, Ill.—Advancing money on grain and free storage to the farmer are vital abuses of the grain trade. The first has caused considerable loss to some of my dealer neighbors and myself to a certain extent. I have not been spared.

Free storage has brought on three bankruptcy cases within ten miles of us in the last four years, two in the last year and I have evidence of one more who is hanging on by a thread and will not last long if present conditions are to be believed.

I have been in the business 19 years and have had experience at two different times with free storage and came to grief both times and "never again for me."

Three years ago I took charge of this plant and they were doing some storing then, but we soon got out of it and have made a little money each year since. We have a 60,000-bu. concrete plant and are handling a large business, but no storage here and nearly all dealers around us are quitting or have quit in the last year.—Pesotum Elevator Co., J. A. Gilles, Mgr.

## Loose Grading of Purchases Cause of Much Grief.

Washburn, Ill.: The trouble with the country grain business is distracting. Advancing money is bad. Free storage is worse, and giving the raise in the market will break any grain man if he keeps it up. I think the trouble with most country grain men is they are not grading their grain as close as it should be.

We all have friends in the farming business, and I am afraid that some are taking in grain that they know will grade 4 in the terminal markets, but they are allowing their friends No. 3 price for it, thinking that it will either get better in transit or that the market will work up to let them out.

Poor grading is not only hard on their own pocketbook, but it is a hardship on neighboring dealers who try to get what they are paying for.

The grain margins are very small, but will pay out if you are sure you get what you are paying for. In other words, if you are buying No. 3 grain be sure you get No. 3.—J. W. Abbott.

## Another Kansas Town Buried in Wheat.

The many towns of Texas and Oklahoma which were swamped with an avalanche of wheat, through the efficient service of the railroads and the grain shippers, are rapidly digging themselves out. However the grain dealers of Southwestern Kansas have fallen heirs to the troubles of their brothers in the neighboring states and their elevators and the surrounding landscapes are now burdened with a flood of wheat.

Claud M. Cave, Sublette, President of the Kansas Grain Dealers Ass'n, is also manager of the Sublette Grain Co., which has been struggling with a flood of wheat. Under date of July 30th he writes:

"The pictures of wheat on the ground about Sublette will give your readers some idea of the amount of wheat in this country, which we have been unable to ship out. Sixty thousand bushels of the wheat shown is owned by us, and we were compelled to pile it on the ground on account of our not having storage room, and being unable to get cars to ship it out.

"Sublette is located on the Santa Fe R. R., and though the Santa Fe is considered as being able to take care of all the business coming to it, the road was simply covered up for about two weeks this harvest. At present we are getting plenty of cars. About sixty per cent of this crop is now moved.

"The little town of Sublette which has about five hundred people is simply covered with wheat. Thousands upon thousands of bushels are piled on the town site. The county of Haskell, which is twenty-four miles square, only has a population of about 2,500 people, and there will be 2½ million bushels of wheat raised in the county, which is one thousand bushels per capita. This wheat at present is selling for \$1.20 per bushel to the raiser, being an extra good quality of wheat. This makes \$1,200.00 for every man, woman and child in the county from wheat alone.

"Yields of thirty-five to sixty bushels per acre were not unusual this year. We have farmers in Haskell County that raised from fifty to one hundred twenty thousand bushels of wheat. One thousand to twenty-five hundred acres is not an unusual acreage for one wheat grower. Land at present is worth from \$30.00 to \$40.00 per acre and a great many of the farmers paid for their land by the wheat crop they raised on it this year.

"We are enclosing you herein, also, a picture of a delivery of combines which we sold to wheat growers in Haskell County, which will give you some idea of how we do things in Southwestern Kansas."



Above: Another View of the Wheat Flood at Sublette, Kan.  
Below: The Cause of Wheat Moving to Market so Quickly.

[See facing page]



# South African Railways and Harbors Elevator at Cape Town

Gold and diamond mining, with their large profits, have been so attractive to the more enterprising of the white settlers of South Africa that the agricultural possibilities of the country were obscured. Where farming was attempted the broad and unlimited areas of the veldt most easily lent themselves to wool growing; and it is only in recent years that the division of the large estates into smaller parcels of land has encouraged the cultivation of the soil. The wheat crop has always been insufficient for home consumption.

The crop naturally adapted to the soil and climate of South Africa is Indian corn, or as it is known abroad, maize. Large areas of land suited to corn culture are available at one-tenth the cost of land in the United States. Labor on the farms is cheap. The climate makes it possible to grow corn said to be superior to that of the United States, cleaner and drier, commanding a better price than the American in the European markets.

When the construction of grain elevators was first considered in 1911 the government felt that the production of grain was not sufficient to justify the outlay involved. By 1916 17, however, the tonnage of wheat, corn and oats carried on the railways in the provinces of Cape, Orange Free State, Transvaal and Natal had grown to 634,587. Two years later this had increased to 850,000 tons.

Exports of corn from the Union of South Africa amounted to 6,380,000 bus. in the crop year July 1, 1909, to June 30, 1910. These were the heaviest in that decade. In the next decade the heaviest exports occurred in 1917-18, when they amounted to 11,800,000 bus. This was not exceeded until 1921-22, when the present remarkable development began, the exports reaching 11,850,000 bus. Exports of corn meal have grown more rapidly, from nothing in the

early 90's to 1,282,260 barrels in the season of 1921-22. The South African Railways carried 1,001,675 tons of corn in the season 1922-23. As yet only 6 per cent of the farm area has been under the plow.

The outstanding feature of the export trade of South Africa in 1925 was the great increase in corn and corn meal, the valuation having risen from \$4,300,000 in 1924 to \$32,000,000 in 1925. In value corn and corn meal was exceeded only by wool, diamonds and gold.

According to the latest official return exports of corn during April, 1926, were 775,756 bus., and for the 10 months prior to May 1, 32,751,020 bus.

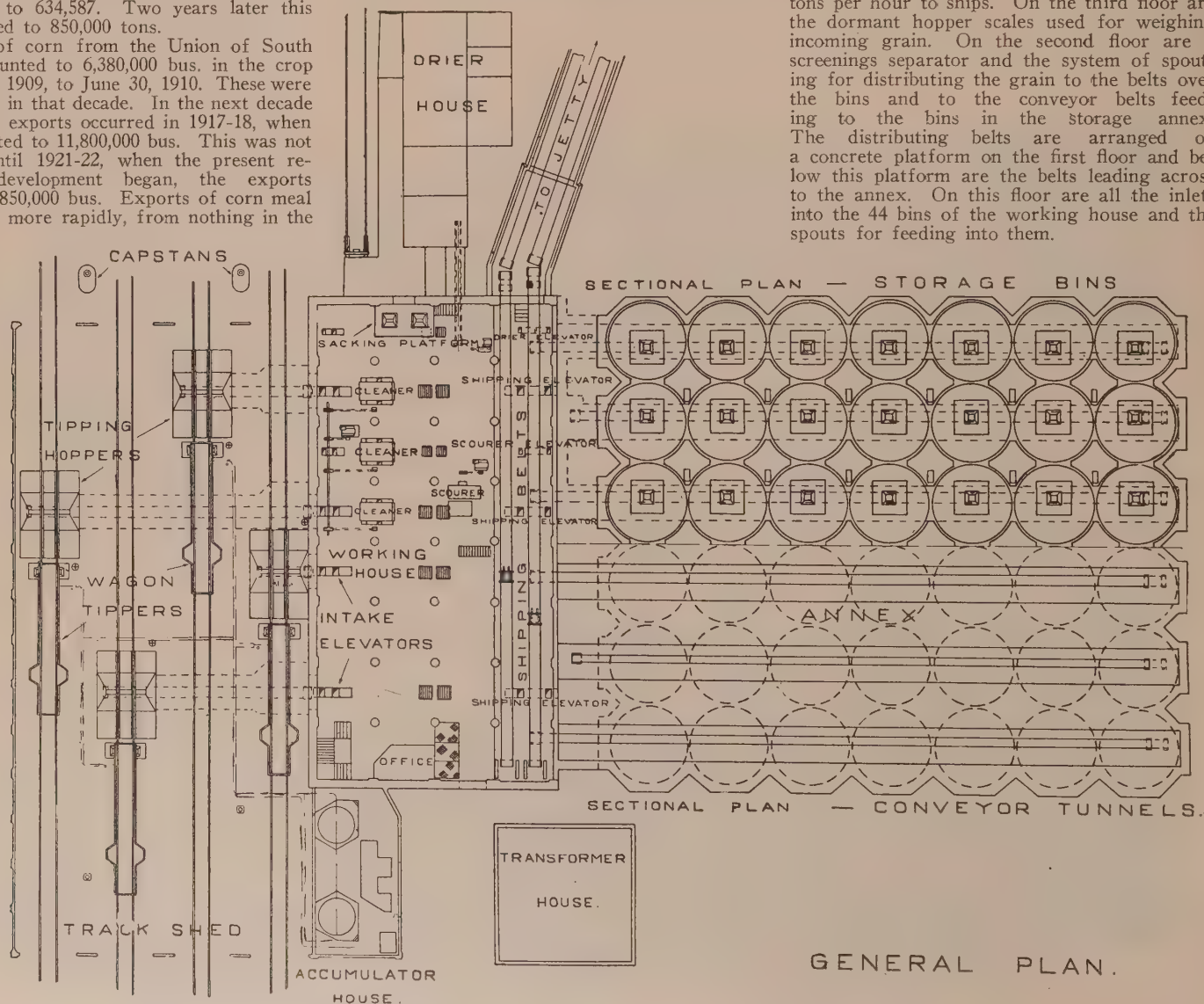
In December, 1919, the Grain Elevator Com'te appointed by the Government of the Union of South Africa, aided by a consulting engineer, made a report that two elevators should be built, one at Cape Town and one at Durban, as ocean terminals, and 71 country elevators. Thirty-four country elevators have been built, and terminal elevators at Cape Town and Durban, as the result of this recommendation.

The Cape Town elevator in its general plan reflects the best engineering practice in fire-proof storage and mechanical handling of bulk

grain. It is situated close to Victoria Basin, Table Bay Harbor, where the largest ocean-going ships can be berthed, and comprises working house, storage annex, track shed, drier, and conveyor galleries. Thirty feet below ground level is solid rock from which the foundation was carried up on piers and walls of concrete, the interspaces having been filled in solid to within 3½ ft. of the bottom of the basement floor.

THE WORKING HOUSE is a steel frame building with reinforced concrete walls, floors, bin walls and roof. It is 114 ft. long by 58 ft. wide, and rises to a height of 186 ft. The ground or working floor contains the cleaning machinery, automatic sacking weighers, and loading out conveyor belts. Four grain receiving legs, each handling 40 tons per hour, elevate the grain to the top of the cupola into four steel garners having a capacity of 56 tons each over four hopper scales each weighing 50 tons at a draft. From the scales the grain passes thru a series of revolving spouts to two reversible conveyor belts on the first floor of the cupola.

The cupola has five floors, the first two being 20 ft., the 3d and 4th 18 ft. and the top floor 21 ft. The top floor contains the heads and drives of the main receiving and main shipping legs. The fourth floor contains the heads and drives for the elevator legs connected with the automatic scales for loading out. These three scales are of the Richardson Automatic Type, dustproof, each having a hopper capacity of 6,000 lbs. of all grain and weighing 250 tons per hour to ships. On the third floor are the dormant hopper scales used for weighing incoming grain. On the second floor are a screenings separator and the system of spouting for distributing the grain to the belts over the bins and to the conveyor belts feeding to the bins in the storage annex. The distributing belts are arranged on a concrete platform on the first floor and below this platform are the belts leading across to the annex. On this floor are all the inlets into the 44 bins of the working house and the spouts for feeding into them.



Plan of South African Railways & Harbors Elevator at Cape Town.  
[See pages 173 to 176, and outside front cover.]



One bin space in the working house is occupied by the stairs and a passenger lift, and this space is continued right up to the top of the cupola and down to the basement. A half-bin space has also been left for the height of the building with a winch in the roof of the cupola for the purpose of bringing in machinery renewals and repairs. Outside is a steel staircase to the height of the cupola with landings and doors to all floors and an extension ladder to the roof of the cupola, serving as a fire escape. In addition there is a manlift from the first floor of the cupola to the top of the building. For easy descent from one floor to another of the cupola three sets of brass sliding poles are fitted.

The bins in the working house are 63 ft. deep, varying from 14 ft. square to 14 ft. x 5 ft. 3 ins. The bin walls are 8 inches thick and the hoppers bottoms are of sheet steel ending in an 18-in. square outlet. The bin bottoms are supported on a structural steel framework and steel columns, the framings and columns, together with all girders in the working floor being inclosed in concrete. Their capacity is 6,000 tons, with the storage annex of 24,000, making a total capacity of 1,428,000 bushels.

Each of the two receiving conveyor belts in the cupola has a reversible self-propelling tripper with 2-way delivery spouts to feed any bin in the working house, or to the three conveyor belts leading to the storage annex. Six bins in the working house have been set aside for grain requiring cleaning, and the grain from these bins is delivered direct to three warehouse separators, on the working floor, each having a capacity of 1,200 bus. per hour, each separator dealing with the grain from two bins. These machines have sieves of different mesh to take out foreign matter larger or smaller than the corn. Light impurities such as dust or diseased kernels are lifted out by a strong aspiration. Fans are fitted in the machines and the exhaust trunks lead to cyclone dust collectors located in the space between the working house and the annex.

Clean grain is spouted from the three sep-

arators to the boot in the basement, of a leg elevating to fourth floor of cupola and delivering into a hopper from which the grain is spouted to either of the two transfer belts, taking the grain either to the shipping bins in the working house or to the bins in the annex. On the same floor as the separators is a scourer of 600 bus. per hour capacity for special cleaning, and the grain from this machine passes to a special leg which elevates to the transfer belts.

Screenings from the separators and from the scourer are collected by a screw conveyor and passed to a special screenings elevator, which feeds a screenings separator on the second floor of the cupola. Any grain recovered by this separator is sent to the storage bins and the final screenings are delivered to 4 special bins at the end of the working house where it can be sacked off.

For grain to be dried a special bin is provided in the working house, connected by a steel pipe with the drier house, where the grain is subjected to the action of hot and cold air. From the outlet at the bottom of the drier a screw conveyor takes the grain to cross conveyors and to drier elevator leg in the working house. One bin in the working house having 2 automatic sacking scales below it is reserved for loading out grain in sacks.

THE STORAGE ANNEX consists of 6 rows of reinforced concrete tanks, 7 tanks in a row, and 30 interspaces, giving a storage capacity of 24,000 tons of corn. The circular bins are 18 ft. 1 in. in diameter, and 93 ft. 7 ins. deep. The bin walls are of reinforced concrete 7 ins. thick. The bottoms of the bins are hoppers and self-emptying. Over the bins is the distributing floor of structural steel with reinforced concrete walls, floor and roof, the roof having an asphalt coating  $\frac{3}{4}$  in. thick.

Connection between the working house cupola and the storage annex is by means of two foot bridges 4 ft. wide, of structural steel with concrete floors. Three bridges 6 ft. wide carry the three conveyor belts running into 3

galleries above the distributing floor over the annex. The galleries are 8 ft. wide and 127 ft. long, being 10 ft. 6 ins. above the floor level, permitting grain to be spouted into bins. At the ends of the 3 galleries furthest from the working house are three platforms 16 ft. long by 14 ft. wide for the motors and driving gear. A cross gallery at the cupola end of the storage annex provides access from one conveyor gallery to another. Large steel frame windows light the storage annex, cupola and working house, a section of each window being made to open.

Connection between the working house basement and the storage annex is thru 6 tunnels, each 8 ft. wide, 7 ft. 6 ins. high, extending 142 feet. The tunnel floors are 10 ft. below the ground floor of the working house, all of concrete, the roofs being reinforced.

THE TRACK SHED extends over four tracks, has walls of concrete with structural steel roof covered with corrugated asbestos sheets. It is 70 ft. 3 ins. wide, and 147 ft. long. Under each track is a hopper to receive grain dumped out of the railroad cars, and the hoppers feed to four belt conveyors carrying the grain to the 4 elevator legs in the working house. The ends of the shed are closed by roller-shutters. Cars can be loaded on the inner track from a spout. The cars are placed by 3 electrically driven car pullers.

UNLOADING of cars is accomplished by tipping them up on end. The loaded car is run upon a hinged steel platform 35 ft. long, one end of which is then raised by a hydraulic ram. The grain flows out at the lower end thru two doors, one on each side of the drawbar, the openings being 16 inches square. The cars are of steel, 37 ft. long over all, 3 ft. 3 ins. gage, totally enclosed, and provided with four covered inlets for filling, besides doors in the sides. The car is held in position on the platform by means of two steel wire ropes, one end of each being fixed to the platform and the other ends to the sides of the car. The ram raises the car to an angle of 35 degrees with



The 1,500,000-bu. Terminal Elevator of the South African Government at Cape Town.  
[See pages 172 to 175, and outside front cover.]



the horizontal. The four tipping platforms can handle 25 cars per hour and the machinery in the working house can handle that amount, or 1,000 tons every hour. Grain is received from railroad cars only from the various country elevators included in the system.

**LOADING OUT.**—Grain can be loaded out in sacks to carts, in sacks or bulk to railroad cars, and in bulk to ships lying alongside a jetty. Most of the grain is loaded out in bulk. For shipping two large and 12 small bins are reserved in the working house next the annex. Grain to be loaded out is brought from the bins of the annex by 6 conveyor belts to the three shipping legs and elevated to three 3-ton automatic scales in the cupola. From these weighers the grain goes to the shipping bins, either direct or by means of the transfer belts. Grain drawn from the shipping bins thru the hopper bottoms is delivered to four lines of belt conveyors below the bins. Each of these belts leads to another belt in an inclined steel gallery connected to the outside wall of the building. In turn the belts in the inclined gallery lead to another group of belts in the gallery running along the loading jetty.

These rubber conveyor belts feed the 4 traveling loaders on the dock wall. Each belt is 30 inches wide, traveling on rollers about 5 ft. 6 ins. apart and carrying 250 tons per hour. The top run of belt of each pair is used for feeding the loaders at the far end of the jetty and extends the full length of the gallery. The top belts have a length of 660 ft. The belts in the inclined gallery are 395 ft. long, and the belts below the bin hoppers in the working house are 111 ft. long.

**THE TRAVELING LOADERS** or gantries move on rails any distance in either direction, with room underneath for a railroad car to pass. The loaders have a wheel base of 25 ft. and are 13 ft. 6 ins. wide between centers of rails. Two of the four pairs of wheels of the loader are driven thru gears from an electric motor in the loader.

The tower of the loader is 52 ft. 2 ins. to the top of the frame carrying the swiveling arm for the loading-out spout. To a height of 19 ft. the tower is inclosed to form a house for the machinery. A horizontal conveyor belt extending out to one side of the loader receives grain from the belts in the gallery and feeds to an elevator leg driven by chain from a 25-h.p. motor, which also drives the receiving belt and moves the loader along the jetty.

The leg delivers to a telescoping spout which can also swivel thru a half circle.

In the tower of the traveling loader is a garner into which grain can be delivered from the loading out spout, to be weighed in a sacking-off weigher, for the loading out of sacked grain to railroad cars and trucks which are brought below the door of the tower.

Sacks are loaded into railroad cars from a special platform alongside the drier house. Carts are loaded from the other side of this platform.

The spouting thruout is of sheet steel. The revolving spouts in the cupola have a ball-bearing in the joint and casters on the carriage at the lower end, which has lever gear for lowering or raising the spout into the floor openings.

**THE DRIER HOUSE** is 24x15 ft., and 51 ft. 6 ins. high. It is in a group with boiler house, dust packing department and incinerator, these other buildings covering an area 31x27 ft. 5 ins. and 17 ft. high, all being of reinforced concrete. The drier house is connected with the working house basement by a tunnel in which is a screw conveyor for taking the grain back into the working house.

On the side of the working house opposite the drier house is a separate building containing the pumps, accumulators and motors in connection with the hydraulic car tipping plant. Nearby is a building for the electric transformers and main switchboards.

**ELECTRIC** motors drive all the machinery, independently, the 65 motors ranging in horse power from 2 to 80 h.p., and having pipe ventilation and dust proof enclosure. The motors of the car pullers and the hydraulic pump are direct current, at 550 volts, the others are alternating current, 400 volts, 3-phase, 50 periods, with stator connections. The current comes into the plant at 11,000 volts and is transformed down.

The plant was designed and erected by A. W. Menkins, a Canadian engineer, and all of the machinery equipment was supplied and installed by Henry Simon, Ltd., engineers, of Manchester, Eng.

The grain elevator is operated by the South African Railways & Harbors, W. J. K. Skillicorn being general manager at Cape Town, while J. Burden, as assistant, is superintendent of the elevator.

## Storage and Handling Charges of South African Elevator.

The handling unit for grain in South Africa is the sack of 203 pounds gross weight, net weight 200 lbs.

At the port elevator at Cape Town the charge is 3 pence per 200 lbs. for receiving, grading, cleaning, weighing, handling in and out, bagging where necessary, and all clerical services.

Storage is free for the first 10 days. After 10 days the charge is, during the period July 1 to Dec. 31, 2 pence per 200 lbs. per 30 days or part thereof. During the period from Jan. 1 to June 30 the charge is 1 penny per 200 lbs. per 30 days or part thereof.

For waste covering the time after reception into a country elevator, transportation, and loading out of the port elevator a deduction of one per cent of the gross weight is made, and only the net weight shown on the transferable elevator receipts.

## Farm Relief and Politics.

There has always been more politics in this "farm revolt" than anything else, and there may as well be more. About as much attention has been given to advancing the political interests of ex-Gov. Lowden and Gen. Dawes by corn belt leaders as to price fixing.—Philadelphia Public Ledger.

## The Man Who Wins.

The man who wins is an average man,  
Not built on any particular plan;  
Nor blessed with any peculiar luck—  
Just steady and earnest and full of pluck.

When asked a question he does not "guess";  
He knows and answers "No," or "Yes";  
When set a task that the rest can't do  
He buckles down 'til he's put it through.

For the man who wins is the man who works,  
Who neither labor nor trouble shirks;  
Who uses his hands, his head, his eyes—  
The man who wins is the man who tries.

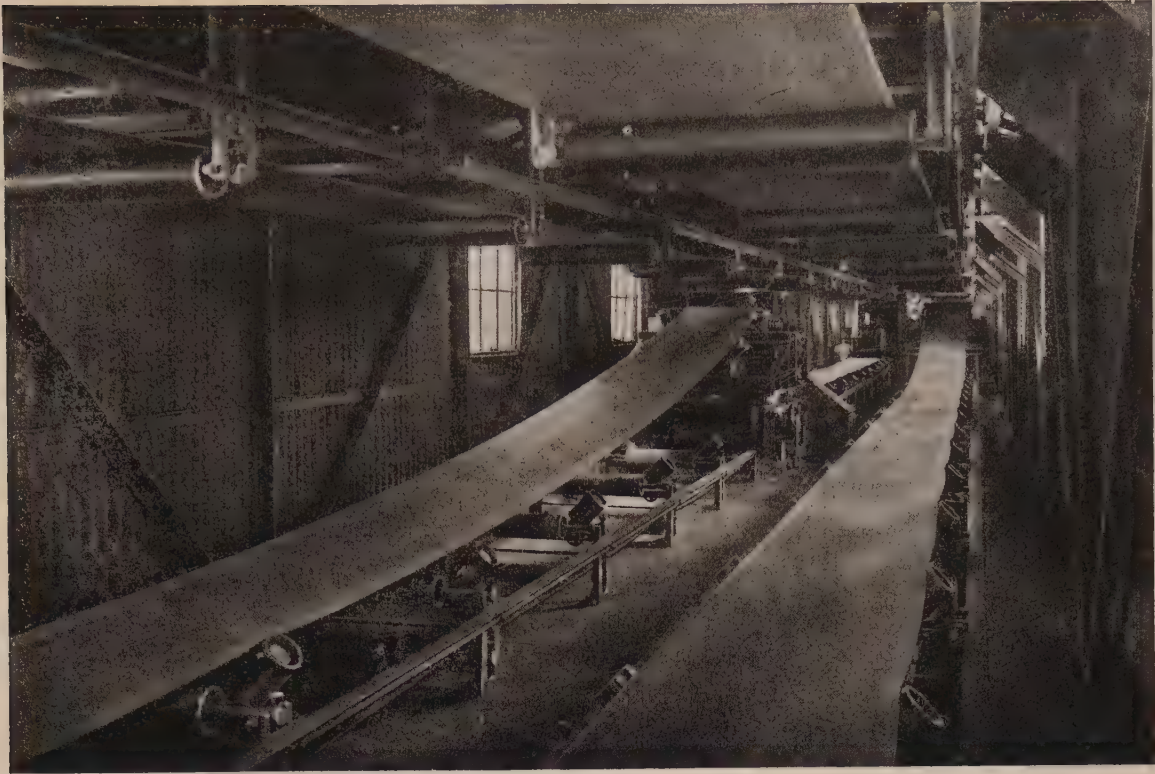
**Belgium:** Recent weather conditions have favored agriculture but crops are still considerably retarded. Bread-grain crops promise only medium yield.

**Giuseppe Vianello**, a concern doing a large grain business throughout Italy, with headquarters in Venice, recently filed petition placing its net liabilities at three million lire.



Top Story Working House Reinforced Concrete Elevator at Cape Town, South Africa.  
[See pages 172 to 176, and outside front cover.]





The Shipping Gallery of Terminal Elevator at Cape Town, S. A., Contains Four Belt Conveyors.



A Traveling Loader Transferring Grain from Shipping Gallery to Hold of Ocean-Going Steamship, Terminal Elevator at Cape Town, S. A.  
[See pages 172 to 176, and outside front cover.]



# Unfair Taxation of Grain Elevator Companies in North Dakota

By GEORGE E. WALLACE, Minneapolis

The various states of the union are prone to reach out for the purpose of extending their taxing jurisdiction to more and more property for the purpose of increasing their revenues. This is true not only as to property taxation, but also to other various forms of taxation both ancient and modern. This error was not brought to the attention of the Courts for a number of years until it became quite common. Within recent years, I made a survey for one of the great interstate public utilities which pays taxes in some form in every state. It was discovered that in about one-half of the states, the statutes governing the taxation of its property were void on account of such tendency to reach a greater base for state taxation.

The State of North Dakota has fallen into this common error, but that state seems to have gone a step further than its sister states in over-reaching its jurisdiction to find an excuse for assessing a tax. This is true with reference to the income tax law of that state when applied to corporations doing business both within and without the state.

This error has been in the state income tax law since its passage in 1919. The taxation of corporations doing business both within and without that state based on their income is regulated by a legislative definition as to what income within the state means. The question naturally arises, has a state the power to substitute a definition to the exclusion of mathematics? In many cases under observation where that rule has been applied, it was found that the state had actually done that very thing. Grain elevator companies doing business both within and without the state are taxed upon their income based on such legislative definition of the meaning of net income derived within the state. The statute provided in such cases the total net income wherever derived must be allocated to North Dakota in the proportion which their business within the state bears to their total business within and without the state, and where such business within the state is not more easily and certainly separable from such total business within and without the state, then such business is calculated on a property basis.

If it should happen to be that two rival elevator companies were taxed on an equal actual income, the company with the unusual proportion of its tangible property in North Dakota would pay a much heavier tax than the company having but a small ratio of its property in that state. On the other hand the company having a large income would pay the same amount of income tax to the state as another company about breaking even when both companies owned the same amount of tangible property within the state. And the same is true as to "business within the state" or both property and business combined.

Again we ask, can a state so legislate that it can reach beyond its borders for values as a base for taxation? The Supreme Court of the United States passed upon this question which was involved in a similar statute of North Dakota providing for the assessing of railroads doing business both within and without the state.

I was then the assessor of railroads and followed the mandates of the statute in assessing them. The court declared the statute unconstitutional and the tax void because the state sought to reach beyond its borders to find values upon which to base a tax. In setting aside the tax, the Court made use of the following language:

"The only reason for allowing a state to look beyond its borders when it taxes the property of a foreign corporation is that it might get the true value of the things within it, when they are a part of an organic system of a wide extent, that gives them a value above what they otherwise would possess. The purpose is not to expose the heel of the system to a mortal dart—not, in other words, to open to taxation what is not within the state. Therefore, no property of such an interstate road situated elsewhere can be taken into account unless it can be seen in some plain and fairly intelligible way that it adds to the value of the road and the rights exercised in the state. Hence, the possession of bonds secured by mortgages on lands in other states or on a land grant in other states, or of other property that adds to the riches of the corporation, but does not affect the North Dakota portion of the road, is not sufficient ground for the increase of the tax—whatever that may be—whether a tax on property, or, as here, an excise upon doing business in the state."—Wallace v. Hines, 253 U. S. 66.

Last May the Circuit of Appeals of the eighth circuit handed a decision to the same practical effect. The decision, is as yet not published, but it deals with taxing a corporation engaged in selling at wholesale and retail, petroleum products and by-products which it produces, manufactures and refines outside the state, and which is shipped into the state for sale. The court in its discussion followed the case of Wallace v. Hines, but declared the tax void on other grounds. The Court said that it might be possible under a proper showing to disregard business without the state.

The above discussion has reference to the income tax statute as enacted in 1919 and as amended by the special session of 1919 and the session of 1921. In 1923, the law was amended in such a way that the income tax on grain elevator companies doing business both within and without the state would still be based on a legislative definition of the meaning of income derived within the state. That law provides as follows:

"(2) Where income is derived from the manufacture or sale of tangible personal property, the portion thereof attributable to business within the state shall be taken to be such percentage of the total of such income as the

tangible property and business within the state bear to the total tangible property and total business, the percentage of tangible property and of business being separately determined as hereinafter provided, and the two percentages averaged."

Then follow minute details of the methods to be used in arriving at the tangible property and business of the corporation.

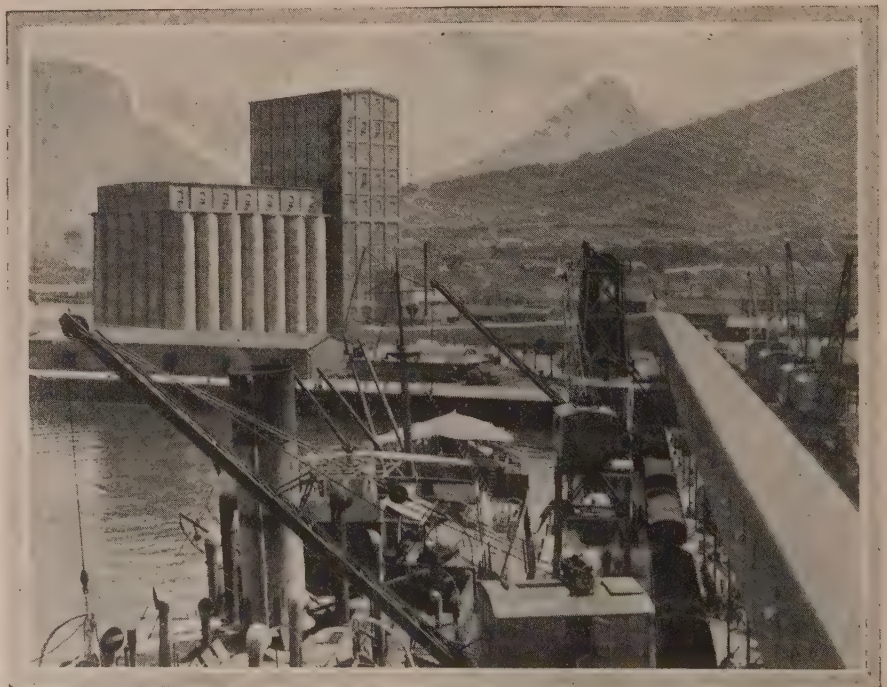
But it is noticeable that the unlawful features in the original definition have not been cured. The effect of the calculation of such legislative rule and following it in arriving at taxable values is to substitute legislative fiat for mathematics. The legislative thus encroaches upon the duties of the judiciary by passing upon the meaning of income within the state when that is purely a function of the Courts. The result is it is still a process of reaching beyond the state borders by the legislature to find values to be used in calculating a tax. The amendment does not cure the defects pointed out by the Court in the case of Wallace v. Hines, but complicates matters greatly.

It is possible for grain elevator companies to keep their books in such a way that it would be positively advantageous to them in dealing with the income tax situation in North Dakota.

The above discussion with reference to the taxation of grain elevator companies on their income applies with equal force to milling interests doing business both within and without the state of North Dakota. In fact, the case of the mills would be even more favorable to the tax payer than that of the elevators, on account of the manufacturing features in the business of the mills which is not present in conducting the business of grain elevators. This would place the mills in a more favorable position.

As a summary of the above discussion, it is evident that the Supreme Court of the United States will not sanction the taxation of property without the taxing district under any conditions; and when it appears that through the adoption of arbitrary methods of allocation, which though fair on its face, results in this taking place, the tax assessed thereunder fails, and the method by which such tax is arrived at is disapproved.

A LOOSE HEAD PULLEY will not be tolerated by any elevator owner who desires and expects to prevent his plant being reduced to ashes.



The Terminal Elevator and Shipping Gallery at Cape Town, S. A.  
[See pages 172 to 176, and outside front cover.]



## Driveway Gossip.

BY TRAVELER.

Letting the floor boards of the driveway become so worn that an unusually heavy wagon breaks them during the height of the grain movement, is unforgivable. That happened to one Kansas elevator this year. It had to cease operations and immediately set to rebuilding the floor over the dump. Money was lost by the delay, as a number of farmers had to haul their grain to a competitor while the floor was being repaired.

\* \* \* \* \*

The elevator of J. R. Demmitt at Grenola, Kan., is worthy of mention as being unusually clean and orderly. The office is kept in good order with all papers carefully filed, and the dust swept out of the corners. The elevator itself would be a blessing to the sore eyes of any fire insurance inspector. A shiny scoop shovel hangs on a nail in the wall. A spring clip holds a small grain trier. A ladder is held in place by hooks for easy access. No grain is scattered over the floor of the driveway. The yard is free of unsightly refuse.

Mr. Demmitt is as careful about his buying operations as about the upkeep of his elevator. He makes five probes in a wagonload of wheat to obtain his sample then uses approved government inspection methods for obtaining his test weight. Nothing could be truer than his statement that "a man is foolish to buy this grain without knowing what he is buying," and he takes every means to buy right.

\* \* \* \* \*

In the office of C. W. Lloyd at Altoona, Kans., I noticed a posted sign reading "Effective May 1, 1926, we will cease to grant credit on grain, coal and feed. All transactions will be cash." Mr. Lloyd has persistently followed this policy and finds his profits increased thereby. Heavy losses always threaten the fellow who grants credit without charging extra for it. The dealer who extends credit to Tom, Dick and Harry spends many Sundays posting his books and sending out statements as well as many sleepless nights worrying over slow accounts. The cash plan is by far the most efficient, the most economical and the most satisfactory.

\* \* \* \* \*

Occasionally I run across a dealer who declares he will not do business on any but a cash basis. Maybe, but an examination of his books, in spite of his good intentions, will frequently disclose credit allowed to a total of several thousand dollars. He didn't have the moral courage to persist with his good resolution.

Today I found a grain dealer who had resolved he would not contract grain from the farmers. I'm wondering how long he will

stick to this practice. Verbal contracts are so indefinite that they always have caused the buyer a world of worry, trouble and loss. If the market went up the contractor's crop was a complete failure and if the market went down the seller's crop was "unexpectedly" limited only by the surplus of the neighborhood. A verbal contract to buy is surely a wild chance.

## Burning of a Concrete Elevator.

The plant of the Blair Elevator Corporation at Atchison, Kan., had been in operation Sunday forenoon, July 18, and had been shut down for about an hour when at 2:30 p. m. fire was discovered in the cupola of wood working house. The flames soon destroyed the wooden working house, the office building and the wood conveyor connecting with cupola of the concrete tanks 25 ft. distant.

A strong wind blew the heat against the 12-inch walls of the concrete storage annex, so the iron manhole covers just above the hopping of the bin bottoms got red hot, and set fire to the grain in the bins on that side. Fire was also communicated to the grain in the bins from the burning wooden conveyor gallery.

Stored in the plant were 110,000 bus. corn, 50,000 bus. wheat, 20,000 bus. oats, 4 cars of ground feed, 2,500 bus. of barley, and \$5,000 worth of empty bags. The insurance on grain in the elevator was \$48,000 and on grain in the tanks \$175,000. The insurance on the concrete tanks was \$75,000; on working house, \$120,000, and on drier house and boiler, \$17,500.

When six tanks were opened four days after the fire the contents were discovered to be burning, and later the grain in all tanks was found to be smoldering. July 23, six days after the fire, two of the steel-reinforced concrete tanks began to crack, altho their walls were 12 inches thick, from the intense heat within. These two tanks were on the side near the working house. They were cracking and crumbling over a large area half-way up.

At the time the photograph reproduced herewith was taken, two days after the fire, the only apparent damage was on the exterior, caused by the heat and flames from the burning wooden working house. Several days after the fire it was discovered that the flames had communicated to the wheat storage tanks, and that the grain was on fire.

It is feared the tanks will be so badly damaged they can not be repaired.

The drier building on the right of the engraving herewith was damaged considerably, but not beyond repair.

After the fire is out and the tanks have been emptied a careful survey will be made by an engineering firm who will report on the effect of the fire on the concrete tanks.

The cribbed working house was built in 1911 and had a storage capacity of 60,000 bus. The concrete annex formed of 10 cylindrical and 4 interstice bins was built in 1915 and had 300,000 bus. capacity.

## Reducing Cost of Harvesting Wheat.

The extensive introduction of the new combined mower and thresher is directly responsible for the quick marketing of the wheat crop of the Southwest. This machine will cut and thresh more acres in a day than the old mower would cut and what is more it saves all the grain and thereby increases the yield 1 to 3½ bus. per acre.

Shocking and stacking are done away with and the straw is scattered about the field just as fast as the grain is removed from it. No grain is left in the field to get wet, sprout and spoil. Not only is the time required to harvest reduced, but the cost of labor is reduced about 80%.

Last week the International Harvester Co. gave a demonstration of its new combine in harvesting a field of wheat on its experimental farm near Chicago.

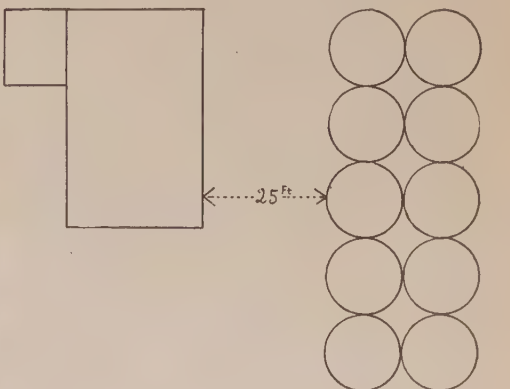
C. O. Aspenwall, assistant manager of the experimental department, explained the advantages of the new method of harvesting after the observers had followed the machine round a wheat field as it cut and threshed a ten-foot swath and poured out the bright, clean grain into a wagon.

"The old way of cutting, binding, shocking and threshing," said he, "cost from 25 to 32 cents a bushel, depending on the yield of the field, to say nothing of the time it took. The new way by a combined harvester-thresher costs about 5 cents a bushel; never more than 6 cents. On fields that run as high as 30 bushels to the acre it will add sometimes as much as three bushels over the old method. On poor fields where much of the straw is very short, it will get all the wheat there is. It will harvest thirty-five acres in a ten-hour day."

The machine is drawn by a tractor which also furnishes the power for the thresher. The knife is adjusted low enough under the highest heads of wheat to get the lowest heads in the field. As the machine moves along the cut wheat is carried into the body of the machine and threshed.

The grain after being threshed in the machine is cleaned by fanning and screening and finally elevated into a thirty-bushel bin on the side, from which it is dumped into the wagon that carries it to the elevator. It had been supposed that a difficult problem which this method of harvesting wheat would present would be with grain that had a high moisture content. Such grain, it was feared, would heat and spoil if put into an elevator too quickly before it had a chance to pass through the sweat. However, this year's winter wheat seems to be unusually dry, shipments from Illinois points testing as low as 9% moisture.

Rice flakes are a new cereal preparation put on the market by the H. J. Heinz Co.



Ground Plan Blair Elevator at Atchison, Kan.



Grain in Concrete Tanks of Blair Elevator Corporation, Atchison, Kan., Burned for Many Days After Working House Was Destroyed. After Photograph Was Taken the Tanks Cracked.



# Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

## CALIFORNIA

Santa Maria, Cal.—The Waller-Franklin Seed Co. is erecting a new warehouse.

Los Angeles, Cal.—Wm. E. Keller, pres. of the Globe Grain & Mfg. Co. retired on July 27. He is succeeded by O. H. Morgan, v.p.

Hollister, Cal.—Warehouse No. 2 of the Lathrop Hay & Grain Co. was damaged by fire recently. Between 4,000 and 5,000 tons of hay were housed in the building. Loss, about \$18,000.

Fresno, Cal.—The Kutner-Goldstein Co. has leased a large brick warehouse here, pending the building of a new warehouse, and will install mill machinery. The company plans to abandon its present warehouse.

Los Angeles, Cal.—Work has started on the construction of the new plant of the Albers Bros. Mfg. Co. The first unit will be a warehouse which will contain 70,000 square feet of floor space. Immediately on completion of this unit, work will start on the factory, followed by the construction of several huge storage bins. All buildings will be of brick and steel construction.

## CANADA

Winnipeg, Man.—The Northwest Grain Dealers Ass'n will hold its annual meeting here in the Grain Exchange Bldg. on Aug. 18 at 2 p. m.

Winnipeg, Man.—Samuel Scott, a pioneer grain trader, died here. The Grain Exchange was silent for two minutes during trading hours on July 27, in respect to Mr. Scott's memory.

Vancouver, B. C.—The United Grain Growers, Ltd., will handle this season's grain crop of the Alberta Wheat Pool members, thru its elevators in Alberta and its terminal elevators at Port Arthur, Fort William and Vancouver. A transfer of the lease of the elevator at Prince Rupert from the pool to the United Grain Growers is under consideration.

Winnipeg, Man.—The Saskatchewan Wheat Pool took over the elevator system of the Saskatchewan Co-op. Elevator Co. on Aug. 1. The system consists of 451 country storehouses and terminals with a capacity of 18,000,000 bus. The pool has been operating 90 elevators of its own, and added 32 this summer, making a total of 550 elevators. Which the pool will have at its disposal.

Vancouver, B. C.—C. M. Hall, mgr. of the Alberta Pacific Grain Co., has been appointed gen. mgr. of the Alberta Wheat Pool elevators and will assume his new duties on Aug. 15. T. E. Oliver, also of the Alberta Pacific Grain Co., will be ass't to Mr. Hall. The Alberta Wheat Pool has purchased 18 elevators in Alberta and has contracted for the erection of 15 more, three of which are already completed.

Halifax, N. S.—The Dept. of Trade and Commerce of Canada will construct wooden conveyor galleries over Sheds 23 and 24, and is asking for sealed bids to be sent to the Deputy Minister, Dept. of Trade and Commerce, Ottawa, by noon, Aug. 14. Plans, specifications and all necessary information regarding the proposed work, may be obtained from the John S. Metcalf Co., Ltd., Montreal, Que.

Edmonton, Alta.—We are building a 100,000-bu. storage addition to our plant which will give us a total storage capacity of 200,000 bus., also a handling and cleaning capacity of approximately 16 cars per day. We are doing a general private terminal elevator business and handle all varieties of grain. We will double track our spur and install additional cleaning equipment this season.—Edmonton Terminal Grain Co., Ltd.

## COLORADO

Platteville, Colo.—The Superior Mfg. Co. is tearing down its building here formerly used as an alfalfa mill, and moving it to Keenesburg.

Burlington, Colo.—Hugh Baker Grain Co. is overhauling its elevator and making general repairs. The Federal Engineering Co. is doing the work.

Fort Collins, Colo.—This plant is a branch of the Colorado Mfg. & Elevator Co., but to date no sale has been consummated.—G. B. Irwin, Fort Collins Flour Mills.

Logan (Sterling p. o.), Colo.—I have leased the grain elevator of the Western Wheat Co., here, also the elevator of the Atwood Grain Co., Atwood, Colo., and will operate both elevators this season.—M. M. Summers.

Fort Morgan, Colo.—The Morgan County Elevator Co. is the name of a new firm organized to take over the Farmers Co-op. Merc. Co. Members of the new organization include, C. E. Barkley, W. F. Tormohlen, C. M. Snodgrass, Jesse Johnson, J. M. Dillie, and E. Lieber, mgr.

## IDAHO

Nampa, Ida.—The Nampa Mfg. & Elevator Co. is installing a 15-ton truck and wagon scale, and a bag sewing machine for closing flour sacks.

American Falls, Ida.—The Zaring Grain Co. has moved its office to Roosevelt St. in the new township, following the wrecking of the old warehouse building.

Quigley, Ida.—The Oneida Mfg. & Elevator Co. of American Falls, Ida., will buy wheat here, with Fred Eggers in charge. New scales and other equipment are being installed.

Craigmont, Ida.—N. A. Litherland of Ferdinand will take charge of the Vollmer Clearwater Co.'s grain house here. Mr. Statford will succeed Mr. Litherland at Ferdinand.

Moscow, Ida.—A large warehouse owned by the Washburn-Wilson Seed Co. will be leased by the Moscow Farmers Union Warehouse Co. to replace the one lost by fire recently. It is expected that the concrete elevator will be repaired immediately.

## ILLINOIS

Armington, Ill.—The elevator of E. F. Verry & Sons has been painted.

Athens, Ill.—The Farmers Elevator Co. suffered a small fire loss on July 23.

Tolono, Ill.—I have changed my power from steam to electric.—C. A. Zelle.

Sheldon, Ill.—We are building new coal bins.—Sheldon Farmers Co-op. Elevator.

Sheffield, Ill.—L. G. Cooper has installed a new feed grinder in his grist mill.

Mineral, Ill.—F. C. Dewey & Co. have built an office in connection with their plant.

Donnellson, Ill.—Donnellson Farmers Equity Co. has had a Western Sheller installed.

Princeton, Ill.—Mail addressed to L. G. Duncan, care R. J. Reid Grain Co., has been returned.

McCown (Newman p. o.), Ill.—The Hume Elevator Co. has installed a Western Cleaner and Sheller.

Saybrook, Ill.—Mr. Bumpus is the new mgr. of the Farmer Grain & Coal Co., taking charge on July 1.

Lacon, Ill.—The elevator of E. M. Crank, situated at Gibb Spur, was destroyed by fire on July 24 with heavy loss.

East St. Louis, Ill.—Mail addressed to the Supt., Arcady Farms Mfg. Co. Elevator, has been returned marked "Unclaimed."

Eldena, Ill.—Mail addressed to L. W. Martin, formerly mgr. of the Eldena Co-op. Co., has been returned, marked "Removed."

Perry Springs (Versailles p. o.), Ill.—I am no longer mgr. of the Perry Springs Grain Co., having left that position on Aug. 1.—Geo. Gaut.

Cadwell, Ill.—James B. Craig, Jr., has bought the interest of John W. Craig in the Craig Bros. grain and elevator business, and is now sole owner.

Cooksville, Ill.—I have sold my elevator at this station.—E. E. Hamman. Mr. Hyde of Rantoul purchased the elevator and has taken possession.

Mornence, Ill.—W. H. and J. A. Watson have sold their elevator, coal sheds, office and other equipment to Wm. Porter, who has taken possession.

La Place, Ill.—A head pulley became loose on the shaft in the elevator of the La Place Co-op. Co. and started a fire, which was immediately extinguished.

Chillicothe, Ill.—The Guyer Grain Co. is installing a new truck and wagon dump in the Rock Island Elevator, and laying new flooring on the driveway.

Atlanta, Ill.—Dan S. Zehr has sold the Atlanta Feed Mill to Allen Applegate. Mr. Zehr will devote his attention to his mills at Mackinaw and McLean.

Gridley, Ill.—The mill of Joseph H. Claudon, who recently filed a petition in bankruptcy, was sold on July 31 to Walter Zehr. The elevator was bought by George Gramm.

Hume, Ill.—Claude Turner, former head of the Hume Elevator Co., and now field mgr. for the Paul Kuhn elevators in Indiana and Illinois, contemplates the erection of an elevator here.

Wilsman (Leonore p. o.), Ill.—The 15,000-bu. Armour Elevator has been purchased by C. Linder of Streator. Mr. Linder also owns an elevator at Milla, which is managed by his son, Harry.

Granville, Ill.—E. J. Olson, for several years in charge of the west elevator of the Granville Co-op. Co., has resigned to take charge of the Standard Co-op. Elevator Co., succeeding R. P. Macauley.

West Point, Ill.—The elevator of the West Point Co-op. Elevator Co. has been sold to H. W. Mendsick. Guy Prather, mgr. of the elevator for the past four years, will continue to manage the business for the present.

Bellflower, Ill.—Cyrus H. Jones, 85 years old, pioneer grain dealer of central Illinois, died at his home in Champaign, on July 29. Mr. Jones was engaged in the grain business here for 11 years. He is survived by his widow, two sons, and a step-daughter.

Standard, Ill.—E. J. Olson, formerly in charge of the Granville Co-op. Co.'s west elevator at Granville, is taking the place of R. P. Macauley with the Standard Co-op. Elevator Co. Mr. Macauley has been ill for the past five or six weeks, and unable to attend to his duties at the elevator.

Mokena, Ill.—W. H. Bechstein, who has been engaged in the grain, feed and coal business here for the past 24 years, sold his business to Fred and Albert Cappel, who will take possession on Aug. 10 and operate under the firm name of Cappel Bros. Mr. Bechstein will retire from active business.

Taylorville, Ill.—The McKenzie Mfg. Co., which has been closed since the failure of the Illinois Mfg. & Elevator Co., has been re-opened under the management of Charles McKenzie.

Geneseo, Ill.—The J. J. Guild & Son Grain & Coal Co. has installed a 10-ton truck scale. Drives leading to the scale have been paved with concrete and the pit and supports are of concrete.

Springfield, Ill.—The Illinois Manufacturers' Ass'n has opened a fight on the proposed revenue amendment to the state constitution which will be submitted to the people in November. In a circular sent out to its members the ass'n condemns the amendment as "utterly bad," because it will "give the legislature, in addition to its present taxing powers, authority to enact an unlimited income tax statute and will work to the disadvantage of all business men."

Roby, Ill.—One of three boys at the elevator of the Roby Grain Co. was suffocated in a bin recently. The top of the 375-bu. bin was level with the driveway floor, and the boys had gone up into the driveway just as the outlet of this bin was opened to load a car. A commotion was heard above and the fireman went up to see what was the trouble. He found the smaller of the three boys digging in the wheat for his brother, whom he said was under the wheat. The boy's feet and body clogged the outlet so the wheat had to be scooped out over the top. It was 15 minutes before he was reached, and he was dead when taken out.

## CHICAGO NOTES.

Harris, Winthrop & Co. announce the admission of Harry C. Schaack as a partner in their grain commission business.



Many small lots of corn have gone out of condition and have been posted on the Board of Trade by the South Chicago Elvtr. Co., 3 bins; Central Elvtr. Co., 3 bins in Calumet "C," and Rosenbaum Bros., 10 bins in the National Elvtr.

New members to the Board of Trade are as follows: Vincent W. Rooney, John C. Pitcher, W. F. Burrows, Jr., Leslie Ravenscroft, M. H. Milek and R. S. Richards. Transfers: Ralph Van Vechten, Thos. J. Bagley, Frank H. Becker and Est. James W. Booth. Applications: Jas. R. Leavell, Thomas E. Hanley, Jr., Robt. W. Booth and Wm. T. Fraser.

K. V. R. Nicol, v. p. of the Armour Grain Co., has resigned to assume charge of the grain dept. of Scott, Burrows & Christie, who have been doing a large stock business for years. Memberships have been obtained in the Board of Trade. Chas. E. Hunting, Jr., who has been with the Armour Grain Co. at Chicago and Winnipeg for a number of years, will succeed Mr. Nicol as cash wheat specialist.

Eliza Atkins Stone, daughter of the late Mr. and Mrs. Geo. F. Stone, of Evanston, died on Aug. 1. Mr. Stone was one of Chicago's distinguished citizens, a civil war veteran, active in civic affairs, a man of scholarly attainments, and for 25 years sec'y of the Board of Trade. Miss Stone was a literary student and critic, and her interpretative readings were guidance and entertainment to a large circle of women.

## INDIANA

Hamlet, Ind.—W. M. Bosley Grain Co. has succeeded the Hamlet Grain Co.

Zionsville, Ind.—The Zionsville Grain Co. has made several improvements to its elvtr.

Zionsville, Ind.—The Zionsville Grain Co. has installed a Western Sheller in its plant.

Noblesville, Ind.—The Noblesville Mlg. Co. has had a Western Sheller installed in its plant.

Simpson (Huntington p. o.), Ind.—The Simpson Grain Co. has installed a Western Sheller.

Boswell, Ind.—The Corn Belt Feed Co. has installed a J. B. Hammer Mill and a 30-h.p. motor.

Malden (La Crosse p. o.), Ind.—L. Jones is the new mgr. of the Morgan Township Co-op. Elvtr. Co.

Bourbon, Ind.—The new elvtr. of Harry Snyder and Elmer Kessler will be ready to receive grain within a few days.

Ripley, Ind.—Lewis Edison is the new mgr. of the elvtr. here, which was recently leased by the Winamac Co-op. Elvtr. Co.

Vincennes, Ind.—Stock stored in the Knox County Farm Bureau elvtr. was damaged by water when fire started in the house.

Franklin, Ind.—Will W. Suckow has purchased the elvtr. of the Farmers Elvtr. Co. here, and also the elvtr. at Trafalgar.

Mt. Vernon, Ind.—John Dunn, aged 85, for many years associated with the old Evertson flour mill here, died at Paducah, Ky.—W. B. C.

Macy, Ind.—A new 7,500-bu. elvtr. is being erected to replace the one owned by Don See, which was destroyed by fire several months ago.

Reagan (Frankfort p. o.), Ind.—Lake & Reagan have sold their elvtr. to Simison Bros. of LaFayette, Ind. John McComas was the broker.

Hartford City, Ind.—The Urmston Grain Co. has leased the east end elvtr. from Quinn & Draper and will operate it under the name of the Blackford Grain Co.

Trafalgar, Ind.—The elvtr. of the Farmers Elvtr. Co. has been purchased by Will W. Suckow, of Franklin. Mr. Suckow also took over the company's elvtr. at Franklin.

Manson, Ind.—The elvtr. of Cliff Jordon has been sold to Lake & Reagan, of Reagan, Ind. The new owners will take possession Sept. 1. The sale was made through John McComas.

Mill Grove, Ind.—I am not interested in the grain business here. There is no elvtr. at this station but there is a good feed mill that buys grain and loads direct to cars.—Will Graves.

Trafalgar, Ind.—Extensive repairs are being made in the elvtr. of the Farmers Elvtr. Co. Steam power will be used, as the power line did not arrive and electric motors could not be used.

Evansville, Ind.—Grain elvtr. men in southern Indiana are interested in the announcement that actual work will start on the proposed bridge across the Ohio river at Evansville early next year.—W. B. C.

Pendleton, Ind.—The Harris Grain Co., incorporated; capital stock, \$20,000; incorporators, Chas. E. Harris, Merle A. Harris, and Geo. M. Harris. The company will operate the Collingwood Bros.' elvtr.

Seymour, Ind.—J. Lewis Davis has succeeded John A. Shields in his executive position with the Blish Mlg. Co. Mr. Shields has taken charge of the Greendale Mills, of Lawrenceburg, a new organization.

Mexico, Ind.—The railroad has granted reparation for loss we suffered when our elvtr. was destroyed by fire, started from a locomotive spark, and we will now erect a new house.—W. L. Kraning, mgr., Mexico Elvtr. & Live Stock Co.

Lincoln, Ind.—Our elvtr. was destroyed by fire on July 30 at 5:15 p. m. About 1,800 bus. of wheat, 1,150 bus. of oats, 1,300 bus. of corn were in the elvtr.—Lincoln Elvtr. Co. (Loss is estimated at \$25,000, covered by insurance. Plant will be rebuilt.)

Griffin, Ind.—Suit for \$750 damages has been brought against the I. C. Railroad Co. by the Price Elvtr. & Grain Co. The action is based on a financial loss suffered by the grain company, because of the unnecessary delay in the shipment of some grain.

Delphi, Ind.—The plant of the Delphi City Mill & Elvtr. Co. was destroyed by fire on July 29, with a loss of \$25,000, with \$8,000 insurance. The company was owned by Whiteman Brothers and Wm. Brown. About 4,000 bus. of wheat, 2,000 bus. of rye, 1,000 bus. of oats, 1,000 bus. of corn, and 500 sacks of flour were also destroyed. The mill will be rebuilt.

Helmer, Ind.—Another step in the effort of Steifel & Levy of Ft. Wayne, to collect money they claim to be due on account of their partnership with Chas. B. Bower in the elvtr. here, was taken on July 24, when a judgment of \$7,401.02 was entered against Mr. Bower, and his father-in-law, Wm. A. Deetz, with an order for the foreclosure of a mortgage on the Deetz farm. The court entered another judgment of \$3,201.50 against Mr. Bower, and ordered foreclosed a mortgage on the elvtr. property, which Mr. Bower owns.

## IOWA

Odebolt, Ia.—J. L. Bruce has installed a Western Sheller.

Dike, Ia.—The Dike Grain Co. has installed a new feed grinder.

Swaledale, Ia.—J. C. Jindrich is building an addition to his elvtr.

Cedar Rapids, Ia.—The feed store of Maurice Krintznik was destroyed by fire.

Grafton, Ia.—The Farmers Union Inc. Co-op. Society will build a new coal shed.

Toronto, Ia.—August Willert has repaired his elvtr. and is ready for the new crop.

Salix, Ia.—J. W. Baak of Sloan is the new mgr. of the Nye-Schneider-Jenks elvtr. here.

Coon Rapids, Ia.—We just completed overhauling our elvtr.—Wm. Grettenberg Grain Co.

Floyd Crossing, Ia.—T. B. O'Halloran is the new owner of the Iowa Grain & Fuel Co.'s elvtr.

Washta, Ia.—The Field-Webster Grain Co. of Sioux City has sold its elvtr. to the Quaker Oats Co.

Chapin, Ia.—The Farmers Elvtr. Co. has built an addition to its elvtr. and installed a feed grinder.

Burt, Ia.—The elvtrs. of the Farmers Exchange and Gooder & McDonald have been painted.

Clarksville, Ia.—The Christensen Grain Co. has succeeded the Farmers Elvtr. Co.—Christensen Grain Co.

Plymouth, Ia.—The Farmers Co-op. Elvtr. Co. plans on installing a Strong-Scott Truck Dump and Howe Scale.

Marshalltown, Ia.—The new flour and feed warehouse being built by the J. V. Bass Co. will soon be completed.

Manly, Ia.—E. P. Meyers of Goodell is the new mgr. of the Farmers Co-op. Co., succeeding A. E. Weineth, who resigned.

Iowa Falls, Ia.—The elvtr. of M. O. Hocum, which had not been in use for several years, was destroyed by fire on July 29.

St. Ansgar, Ia.—The St. Ansgar Lbr. & Grain Co. is building a new driveway which will contain a Kewanee Dump and Fairbanks Scale.

Blanden, Ia.—At a recent meeting of the stockholders of the Farmers Elvtr. Co. it was voted to reject all bids and keep the elvtr.

Owasa, Ia.—Earl Peterson, formerly ass't mgr. at the Farmers Elvtr. Co. of Rembrandt, is the new mgr. of the Farmers Co-op. Elvtr. Co. here.

Kensett, Ia.—E. A. Thompto is now mgr. of the elvtr. of A. A. Thompto & Sons. Lewis Knudson, former mgr., resigned some time ago.

Pocahontas, Ia.—Roy E. Horton is the new mgr. of the Quaker Oats Co.'s elvtr., having been transferred from the company's elvtr. at Anthon.

Anthon, Ia.—Walter L. Jerman succeeds Roy E. Horton as mgr. of the Quaker Oats Elvtr. Co. here. Mr. Horton was transferred to Pocahontas.

Story City, Ia.—Peter Haerem was seriously injured on July 26 when he fell fifty feet in the C. J. Ristvedt elvtr. here. He is not expected to live.

Des Moines, Ia.—The Western Grain Dealers Ass'n has been holding local meetings and interesting many new dealers in the cause of better trade conditions.

Linn Grove, Ia.—Dave L. Davis is the new mgr. of the Farmers Elvtr. Co., succeeding Art Anderson, who resigned to engage in the grain business at Rossie.

Cascade, Ia.—The old grist mill here is being wrecked to make way for the creation of a drainage and flood protection district in Jones and Dubuque counties.

Swea City, Ia.—The Farmers Co-op. Elvtr. Co. is installing a new 12-h.p. gasoline engine to run its east house. The old 8-h.p. engine will be used in the west house.

Rembrandt, Ia.—Ray Grigsby has succeeded Earl Peterson as ass't at the Farmers Elvtr. Co. Mr. Peterson is the new mgr. of the Farmers Co-op. Elvtr. Co. at Owasa.

Goodell, Ia.—E. W. Tanner of Crystal Lake has succeeded E. P. Meyers as mgr. of the elvtr. here. Mr. Meyers has taken over the management of the Farmers Co-op. Co. at Manly.

Riverton, Ia.—Lightning burned out the big dynamo at the Farmers Elvtr. Co.'s elvtr. and started a fire, but it was quickly extinguished before any damage was done to the elvtr.

Gardiner (Bouton p. o.), Ia.—The elvtr., lumber and coal yards of the McColl Lbr. Co. have been purchased by Ray U. Tierney of Bouton, who is also owner of the Bouton Elvtr. Co.

Tabor, Ia.—The elvtr. owned and operated by Arthur Fleming has been leased to P. K. Kilmartin of Malvern, who has taken possession. Chas. Dalton will assist Mr. Kilmartin in conducting the business.

Estherville, Ia.—B. B. Anderson & Sons have incorporated their grain business and the name will be the B. B. Anderson Co., Inc. G. H. Anderson is pres. of the new company and C. M. Anderson, sec'y-treas.

Lena (Gowie p. o.), Ia.—Carl S. Elmore, who has been assisting Lloyd W. Sill in the management of the Clark-Brown Grain Co.'s elvtr. at Paton, is now mgr. of the company's elvtr. here, succeeding Fred T. Meyers.

Garden City, Ia.—W. O. Pickett, who has been in charge of the Quaker Oats Co.'s elvtr. for a number of years, has resigned, and will move to Union. Martin Eggness of McCallsburg will succeed Mr. Pickett here.

Ruthven, Ia.—Grain dealers in districts No. 1 and No. 2 of the Western Grain Dealers Ass'n held a convention at Electric Park on Lost Island Lake on July 23, with a fair attendance. Those present enjoyed a chicken and fish dinner.

Forest City, Ia.—The Farmers Elvtr. Co. has opened its elvtr. on the Rock Island tracks, and will maintain a market on both the Rock Island and the M. & St. L. railroads. W. C. Lingren will manage both elvtrs., assisted by Roy Olson and Paul Anderson.

Sioux City, Ia.—Funeral services for James Thomas Scroggs, 70 years old, v.p. of the Grain Exchange, who died July 17, were held July 19 at the First Congregational Church, followed by Masonic rites at the grave in Graceland Park Cemetery. In tribute to Mr. Scroggs' memory, the Grain Exchange offices were closed during the hours of the service, and a resolution of tribute and appreciation was passed. From the time Mr. Scroggs was old enough to engage in business, he had been interested in the grain trade. He was instrumental in the establishment of nine grain elevators in South Dakota, which he still owned at the time of his death.



## KANSAS

Ulysses, Kan.—Slight damage was done by fire July 18 to the Sullivan Elvtr.

Montezuma, Kan.—The elvtr. of the Farmers Grain & Lbr. Co. has been completed.

Ingalls, Kan.—A. H. Hewes has built additional bins at his elvtr. for the storing of wheat.

Clearwater, Kan.—L. A. Webb of Farmer City is now mgr. of the Farmers Co-op. Elvtr. Co.

Ellsworth, Kan.—The H. D. Lee Flour Mills Co. is now operating its 500-bbl. mill and elvtr. here.

Wichita, Kan.—O. E. Bedell, of Bedell Elvtr. Co., is running for constable here on a dry platform.

Otis, Kan.—The Robinson Grain Co. of Salina has leased the elvtr. owned by C. Galloway and Henry Rothe.

Chetopa, Kan.—Schenk & Russell have given up lease on my elvtr. and I am again operating it.—G. W. Pratt.

Hutchinson, Kan.—The Meade Grain Co. has been moved here from Sanford. J. W. Meade is pres. of the company.

Douglass, Kan.—We contemplate adding an iron-clad warehouse to our present facilities this fall.—L. D. Brandt.

Marysville, Kan.—Arthur Heiss will succeed J. D. Frisbie as mgr. of the Excelsior Mills, owned by the Sheffield Mlg. Co.

Middleton, Kan.—We have sold our elvtr. here to the Deer Creek Elvtr. Co., of Blackwell.—C. E. Jones, Arkansas City Mlg. Co.

Leavenworth, Kan.—The warehouses of the Cranston-Liggett Grain Co. which were damaged by fire recently, are being repaired.

Waldeck (Cairo p. o.), Kan.—We are installing a cleaner in our elvtr.—L. L. Fitzsimmons, mgr., Cairo Co-op. Equity Exchange.

Fowler, Kan.—F. G. Bieghle, mgr. of the Kansas Flour Mills Co.'s elvtr., has become associated with Rhinehart Bros. of Dodge City.

Englewood, Kan.—The Englewood Grain & Supply Co. has been organized and bought Geo. I. Edmison's elvtr. J. L. Routh will be mgr.

Girard, Kan.—The Kansas Flour Mills Corp. has leased the 60,000-bu. concrete grain elvtr. from the C. Hitz & Sons Mlg. Co., which is being dissolved.

Dodge City, Kan.—F. G. Beighle has become associated with Rhinehart Bros. He was formerly mgr. of the Kansas Flour Mills Co.'s elvtr. at Fowler.

Atchison, Kan.—The Brooks Grain Co. of Minneapolis is salvaging the grain from the tanks of the Blair Elvtr. Corp., which was recently destroyed by fire.

Bentley, Kan.—We are considering installing a small mill for cracking corn and wheat.—A. M. Campbell, mgr. Bentley Farmers Union Coop. Merc. & Elvtr. Co.

Valley Center, Kan.—We plan the installation of a new wagon and truck scale after this season is over.—E. R. Beatty, mgr., Farmers Union Co-op. Merc. & Elvtr. Co.

Turon, Kan.—We just completed the installation of a 7½-h.p. motor, replacing a worn-out gasoline engine in our 20,000-bu. ironclad house.—J. E. Raines, Raines Grain Co.

Barnes, Kan.—Ora Scholfield, mgr. of the Farmers Union Elvtr., has resigned to accept a similar position at Brownsville. Ed. Wise will be Mr. Scholfield's successor.

Haviland, Kan.—We are meeting the needs of rapid handling on the new crop with new dumps and grates in both our elvtrs.—O. C. Glenn, mgr. Farmers Cooperative Co.

Fowler, Kan.—The Fowler Equity Exchange is installing a 10-bu. Richardson Automatic scale, Kewanee Truck Lift and new spouting. Star Engineering Co. is doing the work.

Smolan, Kan.—Ben Johnson is present owner of the elvtr. property here, having bought out the Farmers Union Co-op. Co. recently.—Aug. Swedenburg, mgr., Ben Johnson-Grain.

Coffeyville, Kan.—The Coffeyville Grain Products Co. is making extensive additions to its plant. A new elvtr. is being built, and a new warehouse and office building combined will be erected later.

Galva, Kan.—I am the new mgr. of the Farmers Co-op. Grain & Supply Co., succeeding O. Ivar Norden who has taken over the management of the Farmers Elvtr. Co. at Wilson.—Paul Fisher, mgr.

Topeka, Kan.—The Hill Mlg. Co. is installing complete corn milling machinery, including grinders and corn sheller with special designed feeder, also a truck scale and dump. Federal Eng. Co. has the contract.

Hillsdale, Kan.—The Farmers Elvtr. Co. is installing a corn cleaner and sheller with special spiral feed, new rope drive, lightning rods, and building a cob and dust house. Federal Engineering Co. is doing the work.

Wichita, Kan.—J. I. Brogdon, formerly with the Geis-White Grain Co., now out of business, has been admitted to membership in the Board of Trade, and is now connected with the Simonds-Shields-Lonsdale Grain Co.

Lyons, Kan.—The Farmers Co-op. Union, with two elvtrs., is liquidating its assets and the properties are being taken over by the directors. It is not known at this time whether or not it will be reorganized.—H. N. Marshall, mgr.

Furley, Kan.—C. C. Leap, associated with me in the elvtr. business, purchased the elvtr. of the Hunter Mlg. Co. here a few weeks ago. We are handling feed as a sideline. The firm name is Richards & Leap Grain & Oil Co.—W. B. Richards.

Rock, Kans.—We suffered a break-down of our 10-h.p. gas engine a week ago and will necessarily have to install a new one. Meanwhile we are using a Fordson Tractor, to pull the elvtr. leg.—G. B. Ruffner, mgr. Rock Farmers Union Co-op. Business Ass'n.

Atchison, Kan.—The Blair Elvtr. Co. is conducting business in a temporary office on North 6th St. This company's plant was destroyed by fire on July 18. J. W. Blair, pres. of the company, has not announced any plans regarding rebuilding, but it is probable that the plant will be rebuilt.

Hutchinson, Kan.—Arthur S. Cain, for several years sales mgr. for the William Kelly Mlg. Co., has resigned to become associated with his brother, Victor A. Cain, in the Leavenworth Mlg. Co., Leavenworth, Kan. The name of the Leavenworth Mlg. Co. will be changed to the Cain Bros. Mlg. Co., Victor A. Cain continuing as pres., and Arthur S. Cain becoming v. p.

Bucklin, Kan.—One side of the Jennings Elvtr. gave way under the strain of a full house of wheat on July 13, the under sills breaking down and allowing the whole building to sag. The wall was braced with railroad ties and heavy timbers, and the wheat in the two bins was rapidly transferred to cars. The elvtr. was closed for a day and a half, but is now in operation with about 8,000 bus. less capacity.

Arkansas City, Kan.—The Arkansas City Mlg. Co. property has been purchased by F. C. Kath, L. A. Arneson and associates. Mr. Kath and Mr. Arneson were formerly pres. and v.p. respectively, of the Larabee Flour Mills Corp., Kansas City, and Mr. Kath will be pres. of the new company, and Mr. Arneson will be v.p. They will operate under the old firm name. J. D. Frisbie, formerly with the Excelsior Flour Mills of Marysville, Kan., will be sec'y.

The Chicago, Rock Island & Pacific Railroad's special wheat festival train that is touring Kansas is meeting with enthusiastic success. The train is being operated in furtherance of a five-year crop improvement program in the Kansas wheat belt. Among the co-operating agencies are the Kansas State Agricultural College, Kansas Grain Inspection Service, the Southwestern Wheat Improvement Ass'n, Kansas Crop Improvement Ass'n, county agricultural agents, farm bureaus, bankers, millers, elvtrs., railroads and the Kansas State Board of Agriculture. At each stop of the train, local organizations are arranging all-day programs in honor of the chief industry of the wheat belt, and the speaking program and the demonstrations of the wheat festival train form a part of the program.

## KENTUCKY

Winchester, Ky.—New machinery is being installed in the old Kerr Flour Mill.

Fountain Run, Ky.—Dossy-Clay-Howard Mlg. Co. incorporated; capital stock, \$10,000; incorporators, J. B. Dossy and O. L. Clay.

Corydon, Ky.—Roscoe Parker, of Hanson, Ky., has purchased the mill of the Corydon Mlg. Co. He took possession Aug. 1.—W. B. C.

Junction City, Ky.—The Junction City Roller Mills, owned by W. F. Daffron and O. Cooper, were destroyed by fire with a loss of \$15,000, partially covered by insurance. Plans are being made to rebuild the mills.

Lexington, Ky.—Our iron clad cribbed elvtr. has been moved to our Rose St. plant, a distance of about 200 ft., and three warehouses have also been moved to new locations, due to an extension of Vine St. This plant now has a frontage on Vine St. of 462 ft. and an equal amount of private switch on opposite side of buildings. All of this is at our plant No. 2, the main plant not being affected.—Blue Grass-Elmendorf Grain Corp.

## MARYLAND

Baltimore, Md.—Owing to the recent death of H. Francis Mellier, the partnership existing between him and W. H. Hayward, in the firm of Hayward & Co., has been dissolved, and Mr. Hayward is now sole proprietor of the company.

## MICHIGAN

North Branch, Mich.—Fire destroyed the hay warehouse of Harry Harper on Aug. 4.

Wayland, Mich.—The Henderson Mlg. Co. is installing a Hughes Vertical Batch Mixer.

Bad Axe, Mich.—A fire in the engine room of the Bad Axe Grain Co. on July 19 caused a small loss.

Sturgis, Mich.—The Sturgis Grain Co. has installed a Hughes Vertical Batch Mixer and a Munson Attrition Mill.

Coopersville, Mich.—The Farmers Elvtr. Co. has installed a Hughes Vertical Batch Mixer and other feed equipment.

Cone, Mich.—Karner Bros. & Keinath, who own elvtrs. at Dundee, Azalia and Deerfield, have bought the elvtr. here.

Watrous, Mich.—Thieves broke into the Watrous Elvtr. on Aug. 3 and carried away ten 100-lb. sacks of flour and a quantity of oil.

Tustin, Mich.—P. E. Lee, mgr. of the Tustin Co-op. Elvtr. Co., has resigned because of ill health. His resignation is effective Sept. 1. A successor has not yet been named.

St. Johns, Mich.—Louis Cool, for 11 years in the grain business at Salina and for the past three years in business at Clarksville, has purchased an interest in Geo. F. Dimond Co. here.

Caro, Mich.—Sufficient funds have been subscribed to finance the Caro Farmers Co-op. Elvtr. Co., and the company will continue in business here. Bert Pomeroy will remain as mgr.

Midland, Mich.—Henry Ginter of Vestaburg is the new mgr. of the former Orr Bean & Grain Co., succeeding Arthur Goulet, who resigned. This plant was recently taken over by the Michigan Bean Co., of Saginaw.

Akron, Mich.—The Grange Co-op. Elvtr. Co. will hold its annual meeting on Aug. 14, when a resolution will be offered accepting an offer from the Wallace & Morley Co. of Bay Port, to purchase its property. The abandonment of the railroad passing through Mitchell station and Sharpville makes it advisable to dispose of the business.

Eau Claire, Mich.—The Farmers Co-op. Ass'n has purchased the elvtr. which it has leased from the Eau Claire Lbr. Co. for the past two years. The building will be remodeled and will house the company's headquarters; while the old building, which has been headquarters since the company was organized here, will be used in the handling of fruit shipments, a new venture.

Carson City, Mich.—The Rockafellow Grain Co. has been reorganized with the following officers: C. M. Carran, pres.; F. T. Caughey, v.p.; J. E. Maloney, gen. mgr.; Arthur Jarrad, elvtr. mgr.; and Roy F. Taylor, sec'y-treas. The elvtrs. which have been operated at Middleton, Ashley, and Vickeryville are included in the transfer. Extensive remodeling is planned for the property here.

Lansing, Mich.—We are retiring from the milling end of our business and expanding to some extent the bean end. Our plans include the building of a new elvtr. now under construction at Laingsburg and remodeling of our elvtr. at DeWitt, and both our elvtrs. here.—J. E. Maloney, Christian Breisch & Co. The Pearl Mills and the old office building of the company will be razed, and a new office building is being erected.

## MINNESOTA

Elmore, Minn.—The Farmers Elvtr. Co. has completed its new office.



Holdingford, Minn.—The Holdingford mill is being overhauled and remodeled.

Akely, Minn.—E. R. Welker is building an office for his lumber, coal and feed business.

Belle Plaine, Minn.—The Farmers Produce Co. is adding a feed grinding department to its plant.

Lansing, Minn.—Geo. H. Barber is the new mgr. of the Farmers Elvtr. Co., succeeding A. B. Strong.

Ruskin (Faribault p. o.), Minn.—C. N. Sayles has been appointed receiver for the Ruskin Co-op. Elvtr. Co.

Duluth, Minn.—The membership of Wendell W. Moore in the Board of Trade has been transferred to Anton Treton.

Cologne, Minn.—The Cologne Mill Co. is making improvements on its flour mill and installing and erecting a dump scale.

Clarkfield, Minn.—Repairs will be made on the Eagle Roller Mill Co.'s elvtr. at this place. T. E. Ibberson Co. will do the work.

Browerville, Minn.—James Hart & Sons have sold their elvtr. properties to Leo Heid. Mr. Heid took possession on Aug. 1.

Marietta, Minn.—The Marietta Grain Co.'s elvtr., which has been operated by Lester Lee, has been sold to McCarthy Bros. Co.

Wheaton, Minn.—New motors and drive were installed in the Hanson-Wahlstad Elvtr. at this place. T. E. Ibberson Co. did the work.

Climax, Minn.—Mr. Aaseland, mgr. of the Equity Exchange, has taken the position as mgr. of the Farmers Co-op. Elvtr. Co. at Kellys.

Tracy, Minn.—The Eagle Roller Mills Co. have just re-roofed their building and made other changes here. T. E. Ibberson Co. did the work.

Strandquist, Minn.—At a meeting of the stockholders of the Farmers Elvtr. Co. it was decided to build a new elvtr. to replace the one destroyed by fire.

Pipestone, Minn.—The Farmers Elvtrs. Commission Co. has made arrangements with W. T. Fraser of the Cereal Grading Co. of Minneapolis to handle its consignments.

Boyd, Minn.—The Eagle Roller Mills Co. is making improvements to its elvtr., which includes new roofs and other changes. T. E. Ibberson Co. is doing the work.

Blooming Prairie, Minn.—At a meeting of the Farmers Elvtr. Co. it was voted to place the business of the company on a strictly cash basis and discontinue the storage of grain.

Hutchinson, Minn.—Representatives of 13 elvtrs. in McLeod, Meeker, Wright, Carner, Sibley and Renville counties have organized a district association with S. S. Beach of this city, pres.

Henning, Minn.—A. C. Anderson has opened the elvtr. on the N. P. Ry., operating under the name of the Henning Grain Co. Mr. Anderson managed an elvtr. at Brisbane, N. D., for several years.

London, Minn.—It is reported that the Speltz Grain & Coal Co. and the Farmers Elvtr. Co. will consolidate. The Speltz Grain & Coal Co. is installing a new dump scale.—John Reisdorf, Farmers Elvtr. Co.

Madison, Minn.—The city council has bought the Great Western Grain Co.'s elvtr. and will remove same. The Great Western Grain Co. will move into the elvtr. of the Pacific Grain Co. which it has purchased.

East Grand Forks, Minn.—Oscar Omlie, who recently accepted a position as mgr. of the Farmers Elvtr. Co. here, has resigned, and Julius Sorum, formerly mgr. of the Farmers Elvtr. Co. at Cummings, N. D., will succeed him.

Fergus Falls, Minn.—The Red River Mfg. Co.'s mill and a large grain elvtr. were burned to the ground on July 29, with an estimated loss of \$50,000. The mill had not been operated of late, and there was no grain in the elvtr. Loss covered by insurance.

East Grand Forks, Minn.—Extensive repairs and changes were made in the elvtr. belonging to the Farmers Elvtr. Co. here. New running equipment, Fairbanks-Morse enclosed type motors, Gerber spouts, new bins and other changes were made to meet with the increased business this company has to take care of. T. E. Ibberson Co. did the work.

## MINNEAPOLIS LETTER.

D. P. O'Neill was reappointed a member of the Board of Grain Appeals by Governor Christianson.

Owing to the failure of the South Dakota wheat crop, the local office of the American Wheat Growers Ass'n will be closed temporarily. The Ass'n will retain its membership in the Chamber of Commerce.

The Froedtert Grain & Malting Co. of Milwaukee has established a branch office here in charge of M. E. Grant, formerly with the Van Dusen-Harrington Co. here and the Donahue-Stratton Co. of Milwaukee.

J. L. Huber, for the past three years mgr. of the Midland Grain Co. at Williston, N. D., and formerly managing the Sioux Falls, S. D., office of the Flanley Grain Co., is now associated with the Salyards Grain Co. here.

B. G. Southall, who formerly operated a small line of elvtrs. in North Dakota, died at his home here. He entered the elvtr. business in Iowa but later transferred to North Dakota. Mr. Southall had been in ill health for some time, suffering from heart trouble and asthma.

The A. L. Goetzmann Co., Inc., has changed its name to the Goetzmann-Aylsworth Grain Co., and will open an office in the Southwest. Geo. A. Aylsworth, who joined Mr. Goetzmann in business about a year ago, has applied for membership in the Kansas City Board of Trade.

Harold D. McCord, aged 63, took his life by shooting, at his home near LeClair, Ia. Mr. McCord was at one time pres. of the Merchants Elvtr. Co., which operated elvtrs. for twenty years throughout the northwest, until several years ago when the company was taken over by other interests. He left this city in 1921 and for a time supervised an elvtr. at Davenport, Ia. His health failed, and he retired to his farm. His widow survives.

The State Railroad and Warehouse Commission has issued an order becoming effective Aug. 1, stating that none but official samplers of the state will be permitted to unseal the cars and if re-samples are wanted they will have to be applied for at the inspection office. At a meeting called by the Grain Shippers Ass'n the matter was discussed. The order is thought to be due to promiscuous sampling of grain cars, and the move is to bolster up the state sampling force at the expense of private sampling companies that have existed here for the past thirty years or more. Previous to that time, commission houses had their own samplers.

The three railroads which move most of the Northwestern grain crops to Minneapolis and Duluth, the Soo Line, the Northern Pacific, and the Great Northern, have announced that the privilege of sampling in transit will be continued; a charge of about 3/10 of a cent per bu. will be made for the sampling privilege. Sampling points, which were established about six years ago, are Staples on the Northern Pacific, Glenwood and Thief River Falls on the Soo, and Willmar, St. Cloud, Cass Lake and Sandstone on the Great Northern. Minneapolis grain men have been united for the past three months in an effort to secure continuance of the practice.

## MISSOURI

Rich Hill, Mo.—A new grain elvtr. will be built here.

Carrollton, Mo.—The Farmers Co-op. Co. has installed a Western Cleaner.

Liberty, Mo.—The Henderson Supply Co. has started operating its new grain elvtr.

Bourbon, Mo.—The Bourbon Roller Mills has installed a Western Sheller in its plant.

Rockville, Mo.—The old Hurley Elvtr., owned by H. Halfen of Deepwater, has been reopened.

Springfield, Mo.—On July 20 fire destroyed the wagon dump and scales in the mill of the Eisenmayer Mfg. Co.

Marshall, Mo.—The Rea & Page Mfg. Co. suffered a small loss when its elvtr. was damaged by a windstorm.

Clayton (Sta. St. Louis), Mo.—Allhoff Bros., incorporated; capital stock, \$50,000; by F. A. Allhoff.—P. J. P.

Eugene, Mo.—Fred Klindt, mgr. of the Climax Mill & Elvtr. Co., has purchased all the stock on hand of the Farmers Mfg. Co. at Tusculumbia.

Houstonia, Mo.—I. C. Longan and W. C. Westbrook have taken over the local elvtr., which has been closed for several months, and have opened it for business.

Levasy, Mo.—The elvtr. of the Levasy Elvtr. Co. was damaged by a windstorm on July 7, when the wind blew a limb from a tree, throwing it across cob and dust spout.

Kennett, Mo.—G. W. Mead, aged 77, died at his home here on July 15 after an illness of two weeks. Mr. Mead was formerly one of the props. of the Mead & Sons Mfg. Co.—P. J. P.

Glasgow, Mo.—The Glasgow Co-op. Ass'n has bought the property of the Glasgow Mfg. Co., which includes the mill site, storage tanks, elvtr. and its equipment, also the elvtr. at Harmony.

St. Joseph, Mo.—The Aunt Jemima Mills Branch of the Quaker Oats Co. will hereafter handle all grain trades in its own name instead of through the name of the A. J. Elvtr. Co. C. L. Scholl is in charge of the trades in grain.

## KANSAS CITY LETTER.

J. Juul and Hale W. Manuel have been elected to membership in the Board of Trade.

Clem A. Ismert has succeeded his brother, John H. Ismert, as v.p. of the Ismert-Hincke Mfg. Co.

Geo. A. Aylsworth has applied for membership in the Board of Trade on transfer from A. R. Aylsworth.

E. H. Tipton, ass't transportation commissioner of the Board of Trade, has resigned to become associated with the Larabee Flour Mills Co. as transportation commissioner.

Effective Aug. 1, the Missouri State Grain Inspection and Weighing Dept. will reduce the charge for in and out weighing of grain at elvtrs. to 75c a car. The present charge is \$1 per car.

## ST. LOUIS LETTER.

The Von Rump Grain Co. retired from business on July 31.

The offices of the Hunter-Robinson Mfg. & Grain Co. have been moved to the Merchants Exchange.

The office of the J. C. Shaffer Grain Co., Wilbur Christian, mgr., is now located at 216 Merchants Exchange.

The memberships of J. B. Dick and J. H. Hattersly in the Merchants Exchange are posted for purchase and cancellation.

The appointment of Fred R. Bader as solicitor for the Armour Grain Co. has been submitted to the Merchants Exchange for approval.

## MONTANA

Homestead, Mont.—The Farmers Elvtr. Co. will install a 16-bin New Gerber Double Distributing Spout.

Silesia, Mont.—The elvtr. here in charge of R. A. Mitchell is being overhauled and new machinery is being installed.

Four Buttes (Scobey p. o.), Mont.—The Farmers Elvtr. Co. will install a 16-bin New Gerber Double Distributing Spout in its new elvtr.

Culbertson, Mont.—The Imperial Elvtr. Co. has let contract to T. E. Ibberson Co. for the erection of a 30,000-bu. elvtr. having 13 bins. Equipment will include a 10-ton Fairbanks Scale and a 15-h.p. Type Z Fairbanks Engine.

Opheim, Mont.—The Occident Elvtr. Co. has let contract to the T. E. Ibberson Co. for the erection of a 30,000-bu. elvtr. to contain 16 bins. Equipment will include a Link-Belt Manlift, a 15-h.p. engine, a 10-ton Fairbanks Dump Scale and a 100-bu. hopper scale.

Four Buttes (Scobey p. o.), Mont.—The Winter-Truesdell-Diercks Elvtr. Co. has let contract to the T. E. Ibberson Co. for the erection of a 30,000-bu. elvtr. Equipment includes a 10-ton Type Z Fairbanks Engine, Kewanee Dump with a 10-ton Fairbanks Receiving Scale, and a 100-bu. hopper scale.

Opheim, Mont.—The Farmers Elvtr. Co. has awarded contract to the T. E. Ibberson Co. for a 30,000-bu. elvtr. containing 17 bins. There will be two sets of elvtr. legs and the power will be furnished by a 21-h.p. auto engine. A Strong-Scott Dump will be installed, also a Fairbanks-Morse 10-ton Scale and a 1,500-bu. Richardson Automatic Scale will be installed in the cupola. A large office and engine room will be built adjoining the elvtr.

Bozeman, Mont.—L. C. Walsh, for the past three years mgr. of the Montana Flour Mills Co. here, has resigned to go into business on his own account. He has leased the property of the Gary Hay & Grain Co. The two departments of the milling company under the supervision of Mr. Walsh will be operated separately. H. M. Evers of Harlowton will be mgr. of the flour mills here, while Floyd E. Gurnet, formerly of Lewiston, will be supt. of the elvtrs. of the company in the valley.



Havre, Mont.—The elvtr. we are building will have a 40,000-bu. capacity and be equipped with the latest type machinery. It is to be completed by Sept. 10. Besides the elvtr., we will also build a grinding room and feed storage, 24x24 ft., and a warehouse, 34x80 ft.—Leon McNicol, pres., Farmers Grain Exchange.

Belgrade, Mont.—C. W. Sweet, mgr. of the Gallatin Valley Mfg. Co., has resigned, and has purchased an interest in the Northwestern Distributing Co. of Billings, and in the Sawyer Stores, Inc., now operating a chain of stores in Montana and Wyoming. The firm name will be changed to the Sawyer-Sweet Co., Inc., and the capital stock increased and new lines added.

## NEBRASKA

North Platte, Neb.—The Nebraska Mill & Elvtr. Co. is out of business.

Greeley, Neb.—We have closed our office at this station.—T. B. Hord Grain Co.

Bertrand, Neb.—The elvtr. owned by S. Genho was struck by lightning and destroyed by fire which followed.

Omaha, Neb.—The Omaha Flour Mills Co. plans to erect a reinforced concrete grain and coal storage shed.

Alliance, Neb.—The Alliance Cereal Mills started active production again under the management of Ed. Sitz.

Humboldt, Neb.—O. A. Cooper Co. has purchased the elvtr. of the Farmers Union Elvtr. Co. at an auction sale.

Butte, Neb.—Carle & Crann have leased the Butte Flour Mills and will carry a full line of feeds. The mill will be remodeled.

Ord, Neb.—The Johnson-Peterson elvtr. was destroyed by fire on July 26, which started when the elvtr. was struck by lightning.

Warnerville (Norfolk p. o.), Neb.—The elvtr., corn crib, coal shed, and office building of the T. B. Hord Grain Co. was destroyed by fire.

Shelton, Neb.—H. F. Allison has succeeded Guy Patrick as mgr. of the Grange Elvtr. Co. Mr. Patrick has gone to Oxford where he will open a cream, poultry and feed station.

Bladen, Neb.—C. C. Becker has resigned his position with the Seldomridge Elvtr. Co., and will leave for California. He will be succeeded by Chas. Robinson, who has been with the company for some time.

Hartington, Neb.—The elvtr. of the Moseman-Heyne Elvtr. Co. here, also the elvtrs. at Thurston, Emerson and Nacora, have been taken over by John Moseman and his two sons, Walter and Clyde. F. B. Thomann will continue in charge of the elvtr. here.

Omaha, Neb.—Ed. M. McCray, formerly with the Vincent Grain Co., died July 29. For the last eight years of his life he was afflicted with paralysis. Mr. McCray at one time operated the Farmers Elvtr. Co. at Grinnell, Ia., and later was traveling man for the Vincent Grain Co.

Columbus, Neb.—Nebraska was among the earliest to adjust itself to deflation when prices roller coasted from the peak into the valley five or six years ago. It emerged from the slump ahead of some of the nearby states, and today, amid the agrarian unrest, it appears in a state of political tranquility.—Arthur Evans in the Chicago Tribune.

Lincoln, Neb.—The officers of the Crittenden Grain Co., which was recently organized, are: C. G. Crittenden, pres.; E. W. Taylor and H. E. Gooch, v. p.; George W. Holmes, treas.; and Walter Whitten, sec'y. The new company will operate 17 country elvtrs. formerly owned by the Nye-Schneider-Jenks Co. and will operate a terminal here. About \$100,000 in stock subscriptions have been taken.

## NEW ENGLAND

North Dartmouth, Mass.—An involuntary petition in bankruptcy has been filed against the Smith Mills Grain & Implement Co.

Claremont, N. H.—Gardners Pierce, partner in the firm of Frost & Pierce, died on July 24, after an operation performed for relief of nasal hemorrhages.

Marlboro, Mass.—The property of the Marlboro Grain Co., which was recently sold to Sedar and Gruber of Maynard, has now been purchased by W. W. Perry of Springfield. H. W. Estabrook, for many years head of the Marlboro Grain Co., remains as mgr.

Boston, Mass.—The Chamber of Commerce plans to sell its building which is occupied by the Boston Grain & Flour Exchange. The Exchange leased the building for three years and the lease has only half run out. The Chamber of Commerce has offered to sell the building to the Exchange but no definite action has as yet been taken.

## NEW YORK

Syracuse, N. Y.—The New York State Hay & Grain Dealers Ass'n will hold its annual meeting here on Aug. 19 and 20. Several prominent speakers have been secured to address the members and a banquet will be given for the delegates as usual.

New York, N. Y.—As a result of the demand created for memberships in the Produce Exchange with the approaching resumption of trading in grain futures, one membership sold for \$3,250. Last February memberships were available at \$1,150.

Buffalo, N. Y.—Geo. E. Pierce has taken over the management of the Dakota and Great Eastern Elvtrs. here. Mr. Pierce is pres. of the Pierce Grain Corp., but a new corporation will be formed to take over the Dakota and Great Eastern properties.

Buffalo, N. Y.—The International Mfg. Co. of Minneapolis has purchased the Interstate Elvtr. operated by B. F. Schwartz & Co., also site adjoining the house on the Buffalo inner harbor. The new owner contemplates erecting a mill on this site within another year.

New York, N. Y.—Trading in grain futures on the Produce Exchange began on Aug. 2. The exchange has been designated a "Contract Market" by the Dept. of Agri. and will be permitted to conduct future trading in wheat, corn, oats, rye and barley. Grain in store at Buffalo will be deliverable on contracts.

New York, N. Y.—The accounts of Thomas M. Blake and Langdon P. Marvin as receivers of the Bolle-Watson Co., Inc., since Nov. 6, 1921, will be examined and passed upon Sept. 9 by Wallace MacFarlane, special master of the U. S. District Court of the United States.

## NORTH DAKOTA

Thompson, N. D.—John Shinnick is the new mgr. of the National Elvtr. Co.

Heaton, N. D.—Mr. Heinmiller is now mgr. of the Occident Elvtr. Co.'s elvtr.

Manfred, N. D.—Axel L. LeGrand is the new mgr. of the Manfred Co-op. Grain Co.

Des Lacs, N. D.—Iver Johnson of Mohall is the new mgr. of the Farmers Co-op. Co.

Larimore, N. D.—Mr. Nielson has succeeded Dave Coutts, former mgr. of the Farmers Elvtr. Co.

Chaseley, N. D.—The Farmers Elvtr. Co. will install a 16-bin New Gerber Double Distributing Spout.

McClusky, N. D.—The McClusky Farmers Elvtr. Co. will be changed to a co-operative concern.

Hampden, N. D.—The Farmers Elvtr. Co. has installed a 14-bin New Gerber Double Distributing Spout.

Minot, N. D.—The Farmers Elvtr. Co. is repairing its plant and installing a Kewanee Pressure Dump.

Max, N. D.—The Equity Farmers Elvtr. Co. will install a 16-bin New Gerber Double Distributing Spout.

Merricourt, N. D.—Albert Thompson is installing a roller mill in the elvtr. he recently bought from W. E. Tibbells.

Grand Forks, N. D.—The Scranton Equity Exchange, Scranton, is a new member of the Farmers Grain Dealers Ass'n.

Manitou, N. D.—Robert Klammer, former mgr. of the Kongsberg Independent Elvtr. Co., is now mgr. of the Manitou Grain Co.

Dunning (Maxbass p. o.), N. D.—We recently installed a Kewanee Dump and are now building a coal shed.—Phipps & Keen.

Aneta, N. D.—R. Melby of Grand Forks, H. Francisco, and J. G. Johnson have taken over the elvtr. of the Farmers Grain Co.

Barlow, N. D.—The Barlow Grain & Stock Exchange will install a 24-bin New Gerber Double Distributing Spout in its new elvtr.

Leyden, N. D.—Kewanee Dumps will be installed in the Imperial Elvtr. Co.'s elvtr. here. T. E. Ibberson Co. will do the work.

Bisbee, N. D.—The elvtr. of the Farmers Elvtr. Co. is undergoing extensive repairs, and another automatic air dump is being installed.

Kellys, N. D.—Mr. Aaseland, former mgr. of the Equity Exchange of Climax, Minn., has been appointed mgr. of the Farmers Elvtr. Co. here.

Stanley, N. D.—The Nelson Grain Co. has installed a 24-bin New Gerber Double Distributing Spout in its elvtr. which was recently completed.

Bowbells, N. D.—The 50-bbl. mill of Olaf Meyers will be moved from Townier to this place and a new corporation will be formed to operate it.

St. John, N. D.—The International Elvtr. Co. and J. M. Wells have both installed Strong-Scott Dumps.—A. W. Johnson, agt., International Elvtr. Co.

Greene, N. D.—The Minnekota Elvtr. Co. is installing a double Clover Leaf Cylinder machine at this place. The T. E. Ibberson Co. is doing the work.

Mandan, N. D.—Theodore Dietrich of the Occidental Elvtr. Co. took over the management of the Farmers Elvtr. Co., replacing C. A. Conlee, who resigned.

Williston, N. D.—J. L. Huber, for the past three years mgr. of the Midland Grain Co. here, has become associated with the Salyards Grain Co. of Minneapolis.

Sanish, N. D.—The new elvtr. being erected by Joseph Folven of the Farmers Independent Elvtr. Co., is nearing completion and will soon be ready for business.

Ashley, N. D.—We installed a new 10-ton scale and Strong-Scott Dump in our elvtr. at this station. Hickok Construction Co. did the work.—Jenner Elvtr. Co.

Revere, N. D.—A new cylinder cleaning machine will be installed by T. E. Ibberson Co. in the elvtr. of the Minnekota Elvtr. Co. Other minor repairs will be made.

Calvin, N. D.—T. E. Ibberson Co. will install a Kewanee dump for the Winter-Truesdell-Diercks Elvtr. Co.'s elvtr. at this place, and make some other improvements.

Tokio, N. D.—A new truck dump and grate is being installed in the plant of the Farmers Grain Co., and general repairs are being made thru the whole plant. T. E. Ibberson Co. is doing the work.

Kloten, N. D.—The Farmers Grain Co. will make extensive improvements in its plant. New foundations will be put in, a new boot tank installed and other repairs made. T. E. Ibberson will do the work.

Brocket, N. D.—C. B. Homme, mgr. of the Equity Elvtr. & Trading Co., has resigned to take the position of mgr. of the H. E. Campbell Elvtr. at Michigan, N. D. Leo P. Trudeau will succeed Mr. Homme.

Drayton, N. D.—Oscar Olmlie, who has had charge of the Farmers Elvtr. at Kelleys for the past five years, will be mgr. of the Interstate Farmers Elvtr. Co. here, having bought an interest in the company.

Grand Forks, N. D.—The following officers were elected at the annual meeting of the North Dakota Wheat Growers Ass'n: Geo. E. Duies, pres.; Francis Copeland, v.p.; A. J. Scott, sec'y, and R. L. Taft, cashier.

Hampden, N. D.—General repairs are being made on the Farmers Elvtr. Co.'s elvtr., a new Gerber spout, Richardson scale, Strong-Scott manlift, Dump and Fairbanks scale are part of the equipment to be installed. T. E. Ibberson Co. will do the work.

Grand Forks, N. D.—At the annual meeting of the North Dakota Terminal Grain Exchange, the following officers were elected: H. M. Webster, re-elected pres.; P. A. Lee, v. p., and O. L. Spencer, sec'y-treas. E. J. Lander and Walter Jones are directors.

## BUCKETS



Our line of Grain Elevator Buckets is complete.

We carry a complete line of Grain Elevator Machinery.

American Machinery & Supply Co.  
Omaha, Nebr.

Howe Scales

Kewanee Dumps



Fargo, N. D.—The Farmers Grain Dealers Ass'n of North Dakota, held a district meeting in the Fargo Commercial Club rooms on July 31, to which were invited elvtr. managers and officers in Cass, Barnes, Steele and Traill counties. Plans for handling the 1926 crop were discussed.

Grand Forks, N. D.—The Wheat Growers Warehouse Co. has acquired twelve elvtrs., either by lease or purchase, for use by members of the North Dakota Wheat Growers Ass'n. They are located at Park River, Hensel, Lakota, Lawton, St. Joe, Walum, McHenry, Fero, Souris, Cando, Bantry and Niagara.

## OHIO

Carey, O.—The Carey Mill & Elvtr. Co. has installed a feed mill.

Brookville, O.—Estey Mohr has purchased the elvtr. of the Dodson Elvtr. Co.

Brookville, O.—The Brookville Farmers Grain Co. has installed a Western Sheller.

Bascom, O.—The Bascom Elvtr. & Supply Co. was slightly damaged by fire on July 29.

Tontogany, O.—The Tontogany Farmers Co-op. Co. has installed a Western Cleaner.

Mendon, O.—Clyde Wood of Rockford is the new mgr. of the mill of the Disher Grain Co.

Forest, O.—The Forest Farmers Co-op. Co. has installed a new dump and scales in its elvtr.

Martel, O.—Ralph V. Snyder has purchased the elvtr. which has been operated by the Martel Elvtr. Co.

Casstown, O.—We are installing a new Monitor Grain Cleaner and a 10 h.p. motor at our elvtr. here.—Martin & Rehmer.

Amanda, O.—New equipment is being installed by the Amanda Farmers Exchange Co., by the Sidney Grain Mch. Co.

Covington, O.—The Sugar Grove Mills are installing new cleaner and other equipment, furnished by the Sidney Grain Mch. Co.

Harpster, O.—The Harpster Grain Co. is now owned by C. F. Chatlain and Earl C. Keeler, succeeding Homer C. Wood.—E. C. Keeler.

DeGraff, O.—The DeGraff Hay & Grain Co. is adding new conveyors and other equipment. Sidney Grain Mch. Co. is doing the work.

Mason, O.—The Mason Mlg. & Supply Co., incorporated; capital stock, \$15,000; incorporators, W. E. Scott, Frank Still, and Clay Rockwell.

St. Johns, O.—The St. Johns Co-op. Co. is adding new equipment, including overhead dump. The work is being done by Sidney Grain Mch. Co.

New Bremen, O.—The grain elvtr. owned by Mrs. Henry Dieter, and operated by W. H. Reardon, was destroyed by fire on July 24, with a loss of \$6,000.

Bowersville, O.—C. L. McGuinn, mgr. of the New Era Grain Co., has resigned his position to take charge of the National Feed Mill at Yellow Springs.

Kingston, O.—The mill of Snyder & Immel suffered a breakdown caused from a broken elvtr. rope, and the mill was closed the remainder of the day.

Goes, O.—DeWine & Hamma bought out the interests of the DeWine Mlg. Co. at this station some months ago and also succeeded the DeWine Mlg. Co. at Yellow Springs.

Morrow, O.—The Morrow Flour Mill and Electric Light Plant, recently owned and operated by H. S. Grover, has been purchased by W. E. Littlejohn and W. H. Littlejohn.

Sycamore, O.—Marion Ward of Carey, who several months ago accepted a position as miller at the Eureka Mlg. & Supply Co., is now mgr., succeeding F. C. Rapp, who resigned.

## OKLAHOMA

Morris, Okla.—The elvtr. of W. H. Seprer was slightly damaged by a windstorm.

Skiatook, Okla.—A Western Cleaner has been installed by R. J. Greenwood & Co.

Leedey, Okla.—Logan & Sapp Grain Co. succeeded the J. A. Logan Grain Co.—Logan & Sapp Grain Co.

Jefferson, Okla.—W. T. Hacker, prop., Hacker Flour Mills Co., died, after suffering with asthma for some time.

El Reno, Okla.—A 55,000-bu. addition is being constructed by the Canadian Mill & Elvtr. Co. This addition will give the plant a total capacity of 221,000 bus.

Lockridge, Okla.—The elvtr. of the El Reno & Western Railroad was sold at public auction. The railroad has discontinued its line thru this station, Piedmont and Richland.

Enid, Okla.—The Oklahoma office of the Great Plains Mill & Elvtr. Co. has been moved here, temporarily. Geo. C. Grogan, v. p. and gen. mgr., is in charge. He will return to Oklahoma City after the season's rush is over.

Purcell, Okla.—Frank S. Gresham, formerly in the mill business at Guthrie, has purchased the property of the old Purcell Mill & Elvtr., and is repairing the property. The large elvtr. will be equipped and used as a bonded warehouse.

Billings, Okla.—We have purchased the property of the Farmers & Merchants Elvtr. Co., and will operate under the name of Wm. Hayton & Son. We will either remodel the elvtr. or build a new one in the spring.—Wm. Hayton & Son.

Ardmore, Okla.—Our 100,000-bu. cribbed elvtr. was badly damaged by fire on Aug. 2. About 60,000 bus. of wheat, corn, oats, barley and milo-kafir were in the elvtr. The stock was fully insured but we will stand considerable loss on the building. We will rebuild with concrete as soon as insurance is settled and will probably erect a larger house. Our flour mill, corn mill and office was not touched by the fire and it was not necessary to cease operation.—J. Underwood, mgr., Ardmore Mlg. Co.

## OREGON

Portland, Ore.—Wm. Randall, formerly with the Mikkelsen Grain Co., is now with Henry W. Collins.

Portland, Ore.—J. W. Carr has moved his office to room 520 of the Board of Trade building. E. A. Taft will share the office with Mr. Carr.

Portland, Ore.—The name of the Shull, Armstrong & Co. has been changed to C. M. Wendell & Co. Mr. Wendell assumed control of the company in March, 1925, when G. P. Armstrong retired from the business. Frank L. Shull disposed of his interest in the business several years ago.

## PENNSYLVANIA

Pittsburgh, Pa.—The grain and feed warehouse of Peter J. Blumlin was damaged by fire on July 21. Loss, \$7,500, partially covered by insurance.

Philadelphia, Pa.—The Reading Railway Co. on July 20 filed with Geo. F. Sproule, director of wharves, docks and ferries, formal application for a license to erect a grain pier in front of the property of the company on the Delaware River between piers D and G, Port Richmond, to be used in connection with the grain elvtr. now being constructed. The pier as proposed will be 891 ft. in length and 54 ft. in breadth.

## SOUTH DAKOTA

Buffalo Gap, S. D.—W. H. Nolan has built a new elvtr. here.—E. H. K.

Jefferson, S. D.—We have installed two electric motors.—Farmers Elvtr. Co.

Onaka, S. D.—W. J. Silvernail has resigned as mgr. of the Farmers Elvtr. Co.

Watertown, S. D.—The Selmser Fuel & Grain Co. has purchased a new feed mill.

Agar, S. D.—Blain & Fairbanks have installed a 14-bin New Gerber Double Distributing Spout.

Crandon, S. D.—V. C. Wetzberger has resigned as mgr. of the Farmers Elvtr. Co.

Tolstoy, S. D.—Anton Dusel has made general repairs to his plant, installed a manlift and put in a new foundation.

Miranda, S. D.—Lightning struck the warehouse of the Farmers Elvtr. Co. on July 23 and tore off two doors and part of the siding.

Selby, S. D.—A new feed mill and cleaner has been built adjacent to the elvtr. of the Selby Equity Exchange, by T. E. Ibberson.

Doland, S. D.—The Farmers Elvtr. Co. has purchased an 18-bin New Gerber Double Distributing Spout to be installed in its elvtr.

Oelrichs, S. D.—The Richards Grain & Lbr. Co. now owns the elvtr. of the Van Wickle Grain & Lbr. Co. Ted Richards is mgr.—E. H. K.

New Effington, S. D.—The Farmers Co-op. Elvtr. Co. is installing a new disc cleaner. The company recently built a new coal shed, flour house and office.

Canning, S. D.—A new Strong-Scott Dump will be installed in the elvtr. of F. Pettyjohn, and other repairs will be made. T. E. Ibberson Co. will do the work.

Gorman, S. D.—A 10 h.p. Fairbanks-Morse Engine, and a new Strong-Scott Dump, and other equipment was installed by the Atlas Elvtr. Co. here. T. E. Ibberson Co. did the work.

Faulkton, S. D.—A New Hinckley head drive using Fairbanks-Morse enclosed type motors has been installed in both the elvtrs. at this point belonging to the Farmers Elvtr. Co. T. E. Ibberson Co. did the work.

Conde, S. D.—A new Hinckley head drive will be installed in the elvtr. of the Eagle Roller Mills Co. A 7½-h.p. Fairbanks-Morse Enclosed Motor will be used in connection with the drive. The work will be done by the T. E. Ibberson Co.

McLaughlin, S. D.—S. M. Arneson, pres. of the Northwest Grain Marketing Co., died July 22 in a hospital at St. Paul, after an illness of four days. Mr. Arneson was one of the organizers of the company of which he was president.

Huron, S. D.—The Huron Mlg. Co., adjudicated bankrupt on July 10, has liabilities of \$84,699.35, and assets of \$93,022.95, according to schedule which has been filed. A meeting of the creditors will be held Aug. 10 and a trustee will be appointed.

Vilas, S. D.—Fred W. Anderson has purchased the Northwestern Elvtr., formerly operated by A. E. Clark. The new owner will overhaul the elvtr. Sale was made by the receivers of the People's State Bank, which had taken over the property.

There will be a number of grain elvtrs. close up in this state due to light crops in certain sections. This is the best solution at many points. If a very poor crop year is followed by a bumper year, as was done in Kansas the past two years, all elvtrs. can stage a big come-back in 1927.

Seneca, S. D.—The Farmers Elvtr. Co. has in the past operated its elvtr. and hardware and farm machinery business under one mgr. but in the future the elvtr. will be conducted separately. J. S. Smith, present mgr., has resigned on account of ill health and expects to spend the winter in California.

Agar, S. D.—Complete new running equipment has been installed in Blaine and Fairbanks Elvtr. at this place, including a Gerber double distributor, new legs, Richardson Automatic Scale, Fairbanks 10-ton Scale and Strong-Scott Dump in the driveway. This work was done by the T. E. Ibberson Co.

Akaska, S. D.—General repairs are being made on both elvtrs. for the Akaska Equity Exchange here. Truck dumps and Fairbanks Scales are being installed. Both elvtrs. are being repainted and Hinckley head drives with Fairbanks-Morse enclosed motors, new legs, and running equipment will be installed. T. E. Ibberson Co. will do the work.

Gregory, S. D.—Representatives from all of the Farmers Elvtrs. in this community, met here recently for the purpose of perfecting a permanent organization to be known as the Farmers Elvtr. Ass'n, District No. 14, to be affiliated with the state organization. The following officers were elected: S. S. Cooley, pres., and Ralph Watson, sec'y-treas.

## SOUTHEAST

Mooresville, N. C.—The Mooresville Flour Mills incorporated; capital stock, \$100,000; incorporators, E. W. Brawley and A. E. Bell.

Spartanburg, S. C.—The elvtr. of J. W. Bell was damaged by fire on July 26, to the extent of about \$2,500 covered by insurance. Fire originated in the dust house.

Juliette, Ga.—The Juliette Mlg. Co. will replace its plant which was recently destroyed by fire, with a 70,000-bu. storage of reinforced concrete, four stories high.—P. J. P.

## Southwestern Cereal Laboratory

C. R. Harlow, Mgr., 607 Enid B. & T. Co. Bldg.

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Rippon, W. Va.—I have not yet fully decided to build an elvtr. here.—L. M. Long.

Columbia, S. C.—The Allen Mlg. Co. of Wadesboro, N. C., has taken over the Adluh Mlg. Co.'s 40,000-bu. elvtr. and will install new machinery and operate as the Allen Mlg. Co., No. 2.

## TENNESSEE

Viola, Tenn.—Viola Mlg. Co. incorporated by Sam M. Ramsey and Fred L. Hoover.

Lenoir City, Tenn.—The Lenoir City Mills is making extensive improvements to its plant.

Columbia, Tenn.—The Maury Feed & Seed Co. has organized to conduct a business here.

Memphis, Tenn.—The Standard Commission Co. has opened an office here with John Trenholm as mgr.

Memphis, Tenn.—Happy Feed Store Co., incorporated; capital stock, \$1,000; incorporators, J. A. Holiman, W. D. Kyser, J. S. Allen, S. W. Overton and L. Bee.

Nashville, Tenn.—H. A. Harlow has been appointed grain inspection supervisor of this district, succeeding R. C. Milford, who has been transferred to the Chicago office. Mr. Harlow was formerly with the Cincinnati office.

## TEXAS

Waco, Tex.—The Ruhman Grain & Fuel Co. has increased its capital stock from \$80,000 to \$85,000.

Muleshoe, Tex.—L. C. Jones and R. J. Klump have opened a wholesale grain and flour business here.

Whiteright, Tex.—The plant of the Kimball Mlg. Co. burned Aug. 2. Loss, \$75,000, partially covered by insurance.

Hereford, Tex.—E. W. Harrison will install a 16-bin New Gerber Double Distributing Spout in the new elvtr. now being erected.

Houston, Tex.—The Houston public elvtr. has ordered two additional power shovels to be installed, to facilitate the unloading of grain from cars.

San Antonio, Tex.—The Valley Grain & Elvtr. Co., incorporated; capital stock, \$50,000; incorporators, Kinch Hillyer, Ray Hillyer and J. M. Lefevers.

Ireland, Tex.—Ireland Grain & Elvtr. Co., incorporated; capital stock, \$5,000; incorporators, H. M. Wieser, L. M. Wieser, and A. M. Maloney, Jr.

Houston, Tex.—The Manchester Terminal & Warehouse Co., incorporated; capital stock, \$1,000,000; incorporators, Don Hall, C. H. Wilson, and Walter Waine.

Waco, Tex.—The Clement Grain Co. has purchased the property of the Central Texas Grain Co., which includes a 65,000-bu. elvtr., an office building, and plot of ground measuring 300 by 200 ft.

Ft. Worth, Tex.—A permit to do business in this state has been issued to the Continental Grain Co., a Delaware Corporation, of Chicago, capital stock, \$1,500,000. G. O. Henderson will be the agent for the company in this state.

Farnsworth, Tex.—L. O. Street of Woodward, Okla., is moving his elvtr. from Supply, Okla., and is re-erecting here. A new 10-ton truck scale, truck dump, and a 10-h.p. Fairbanks-Morse engine will be installed. The Star Engineering Co. has the contract.

Gatesville, Tex.—The J. G. Smith Grain Co. is completing an addition to its present plant, which will give a storage capacity of 125,000 bus. bulk grain, and 25,000 sacked grain. A power hoist for unloading wagons and one dump in scale are being installed. Elvtr. has electric power.—J. G. Smith.

Texas City, Tex.—Col. H. B. Moore, pres. of the Texas City Terminal Co., which recently sold its Texas City elvtr. to the Hall-Baker Grain Co., is in Washington for a hearing before the Interstate Commerce Commission on the application of the company to sell the remainder of its assets to the Missouri Pacific, the Missouri, Kansas & Texas and Santa Fe Railway Companies.

Texas City, Tex.—The 500,000-bu. elvtr. recently purchased by the Hall-Baker Grain Co. is being put into working condition. Work is being done on the outside of the tanks to prevent the concrete cracking and scaling off.—F. W. Parker. (Lloyd Ettinger has been appointed supt. of this elvtr., and W. D. Creamer, ass't supt. Both men were formerly with the Armour Grain Co., which operated this elvtr. in 1924.)

Marshall, Tex.—The Marshall Mill & Elvtr. Co. suffered a loss of \$25,000 on July 9, when two large warehouses gave way under the weight of oats with which they were filled.

## UTAH

Ogden, Utah—J. F. Welch, for the past five years grain supervisor in Utah and Idaho for the U. S. Dept. of Agri. with headquarters here, has been promoted to the position of director of the Pacific Coast Board of Review and Grain Appeals. He will make his headquarters in Portland, Ore., effective Aug. 1. L. M. Grandy, ass't supt. of the Portland district, will succeed Mr. Welch.

## WASHINGTON

Wilbur, Wash.—Houston Louderback, who for 23 years has been mgr. of the warehouse of the Columbia River Mlg. Co. at Govan, has been transferred to this station. The warehouse at Govan has been sold to James Llewellyn.

Everett, Wash.—Giles H. Cook manages the feed mill here which has just been completed.

Oakesdale, Wash.—Fred Barron will operate the Farmers Warehouse located on the O. W. R. & N. tracks.

Wapata, Wash.—The Morrison-Kleinberg Co. of Ellensburg has opened an office here in charge of H. K. Robbins.

Govan, Wash.—James Llewellyn has purchased the warehouse of the Columbia River Mlg. Co., and Harold Brown will be mgr.

Seattle, Wash.—Fire damaged an elvtr. leg and adjoining spouting in the elvtr. of the Bayview Mlg. Co. on July 28.

Adkins (Eureka p. o.), Wash.—We did not purchase the warehouse of John A. Cameron at this station, as was reported.—I. C. Sanford Grain Co., Portland, Ore.

Rockford, Wash.—The erection of a new grain warehouse has started, to replace the one of the Rockford Growers Warehouse Corp., which was recently destroyed by fire.

Harrington, Wash.—The Kessler-Perkins Grain Co. has completed its warehouse, which was opened on Aug. 7. The new warehouse is 200 ft. long and adjoins the warehouse built several years ago, giving a total capacity of 110,000 sacks.

## WISCONSIN

Barron, Wis.—John West is building a new feed mill of tile, 30x32 ft., 2½ stories high.

Milwaukee, Wis.—A new Farmers Co-op. Ass'n has been formed for the purpose of handling grains, feeds, and seeds.

Superior, Wis.—The Itasca Elvtrs. were granted a permit for the construction of 15 grain tanks to be built at a cost of \$117,600.

Green Bay, Wis.—The Chicago & Northwestern Railroad Co. will erect a modern grain elvtr. on the site of the old elvtr. of the Cargill Grain Co. Work of clearing and preparing the site for the new building has been started. The Cargill Grain Co. will lease the property and operate it in connection with the Green Bay and Western Elvtr. The Manitowoc, Sheboygan and La Crosse storehouses, which the company has under lease, will be operated in conjunction with the Green Bay terminal.

## MILWAUKEE LETTER.

In order to enjoy the members' rates of commission and brokerage under the rules of the Chamber of Commerce, a member's dues must be paid up for the current period, 30 days' grace only being allowed before the rule becomes applicable to any particular case.

Beginning with July 15, the Weighing Dept. of the Chamber of Commerce has been assessing a charge of 25c for a car condition and seal record report on all cars of grain that are sampled at Milwaukee, whether they are unloaded here or not. The custom heretofore has been to make this charge only on cars unloaded at Milwaukee.

The Atlas Flour Mills, owned by Bernhard Stern & Sons, are being offered for sale, as the owners will retire from business. The plant has been closed for several weeks for overhauling and repairs, but will re-open when the work is completed. John Manning, who for years has been wheat buyer for this company, will enter the grain business on his own account in Minneapolis.

Harry F. Lau has been elected to membership in the Chamber of Commerce. The membership of J. W. P. Lombard, deceased, has been transferred.

The Chas. A. Krause Mlg. Co. sustained a loss of \$200,000 on Aug. 2, when the gluten paste manufacturing division, recently built and equipped in connection with its corn products and dairy feed mills, was wrecked by fire which started from an explosion in the pulverizing machine, due to friction.

The commission rules of the Milwaukee Chamber of Commerce were amended by ballot of the members on July 20, and new rates for the service of receiving and selling buckwheat and rye were adopted. They are: Buckwheat, 1½% of the sale value, with a minimum of \$12.50 per carload; rye, 1% of the sale value, with a minimum of 1½c per bu. The amended commission rates went into effect on Aug. 1.

## New Orleans Fights for Export-Rate Equalization.

Led by W. L. Richeson and James Thomas, prime factors in the grain trade of New Orleans, the wrath and the ire of leaders of the Crescent City's commercial world has been aroused and prodded on to action over the inequality in the export rate on grain from the overburdened production centers.

New Orleans figures some ten million bushels of Oklahoma's wheat has already been lost as the result of diversion during July alone.

"The state of Louisiana and the port of New Orleans have maintained publicly-owned docks, wharves and other port facilities, making possible the greatest efficiency and freedom of movement in the handling of import and export commerce between the United States and foreign countries, while certain adverse private interests have undertaken by a constant and concerted program to handicap the trade which moves through the ports of this state."

New Orleans rates are from two to ten cents per hundred over the rates applicable from Oklahoma to Texas ports, but it seems the Rock Island had promised to haul grain from Oklahoma to Fort Worth when destined to New Orleans at the same rate as it now received when destined to Galveston, provided the Texas & Pacific would except wheat at Fort Worth for delivery at New Orleans at the same rate as when destined to Galveston. The T. & P. agreed to the 500-mile haul for 9.6c, then the Rock Island apparently backed down on its 300-mile haul for 23c promise, offering the threatening Santa Fe 4c reduction rail fight as a reason.

A. M. Dardis, president of the New Orleans Board of Trade, called a mass meeting and conference of all commercial interests. They first intend to establish beyond doubt with the Interstate Commerce Commission that an emergency in the record-breaking wheat movement exists; and secondly, to impress the commission that emergency rates must be established pending the outcome of the original Galveston rate case.

In addition to the three men mentioned above, the executive com'te empowered to act in this case includes J. B. Sanford, superintendent of the Public Grain Elevator; Huey P. Long, Louisiana Public Service Commission (chairman); presidents of the Ass'n of Commerce, Clearing House, Sugar Exchange, Stock Exchange, Dock Board, Real Estate Exchange, Steamship Ass'n; and the chairman of the N. O. Joint Traffic Bureau.

The plea is being pressed to Washington. Late dispatches from the nation's capital are to the effect that the Texas Railroad Commission recommended that the application of the New Orleans port interests for the same rate on grain moving from the Southwest as granted Texas ports be denied. Railroads represented in the Southwestern Freight Bureau have also voted against a reduction in freight rates on grain for export from Oklahoma and Texas to New Orleans.



## From Abroad.

**Poland:** Some \$3,000,000 is to be spent in this country for the erection of grain elevators.

**Honduras:** The government is importing corn, the locust plague causing damage to food crops.

**Turkey:** Crop conditions in general have improved as a result of rain, following six weeks of drought.

**Japan:** Wheat stocks decreased 1,600,000 yen to a new low value of 7,100,000 during June as compared with May.

**Austria:** Grain crop yields are but average, the excessive rains of June and July having caused considerable damage.

**Norway:** Increased duties are proposed in a bill providing for the partial revision of the basic import tariff which includes seeds.

**Italy:** A commission has been appointed to study the desirability of requiring a mixture of 15% of other cereals with wheat flour.

**Salvador:** Corn and beans imported prior to Dec. 1 are declared free of duties and custom-house imposts and charges of all kinds.

**Lithuania:** The rye crop is reported by the Central Statistical Bureau as below average, but the spring-sown crops are satisfactory.

**Philippine Islands:** Wheat flour imports during May, 1926, compared with May, 1925, were 510,000 and 956,000 pesos, respectively.

**Mexico:** It is unlikely that the duty on wheat will be removed, there having been less crop damage by floods than was at first believed.

**New Zealand:** The native government proposes to remove, on Sept. 18, its embargo on grains from Texas, Oregon, Washington and California.

**Guatemala:** Import duties on cereals were recently temporarily removed, import duties and municipal and special taxes on corn permanently removed.

**Australia:** Prospects of a large yield of wheat next season are said to be exceptionally good, as, following the rains, farmers put in wheat as rapidly as possible, and it is likely that a good acreage will be sown.

**Iraq:** Unusually favorable weather has resulted in a barley crop well above the average, though the wheat crop has been damaged by the blight. The direct damage from the Tigris floods is less than was expected.

**Yugoslavia:** The cereal crops are reported above the average. Corn constituted 23.8% of the products exports abroad, whereas in 1924 it constituted only 6.13%, and in 1923 only 4.15%. Wheat and flour exports have fallen off inversely.

**Poland:** The State Treasury has assigned to the municipality of Warsaw 200,000 zlotys (about \$18,000) as an advance on a loan which is to form a reserve for the purchase of grain to be used as a basis for selling bread below the market price.

**Russia:** Estimates of the grain shipments from Russia passing Constantinople for the weeks ending July 16-23, respectively, were as follows: Wheat, 213,000-157,000 bus.; barley, 798,000-723,000 bus., and corn, 420,000-192,000 bus. Eighty-nine thousand bus. rye were exported the latter week.

**Germany:** Cloudbursts and torrential rains have done great damage to crops. The Rhine, Oder and Elbe have all risen and overflowed their banks. The situation is worst in the valley of the Elbe, where millions of dollars' worth of crops have been destroyed. Rye seems to have suffered most, but wheat, barley, oats and many other crops have been badly damaged.

**Germany:** The general rate of import duty on wheat and rye flours that was scheduled to become effective on Aug. 1, replacing present temporary duties, has been reduced from 18.75 marks to 10 marks per 100 kilos, and the general duty on barley and oat flour from 18.75 to 14 marks, according to recent announcement of the Millers' National Federation. Duties to become effective on grains on Aug. 1 are: Wheat, rye, barley and oats, 5 marks per 100 kilos; corn, 3.20 marks.

**France:** Mill and warehouse stocks of grains are below normal and local farmers' stocks are said to be so near the point of exhaustion that imports of all bread-making cereals increased considerably during June and will most likely be important during July. Unfavorable weather has so retarded growth of cereal crops that very little, if any, will be harvested before August. Oats was the only cereal, imports of which during May, 1926, were greater than during the same month last year.

**Egypt:** Improved climatic conditions have in general favored crops, particularly the late-sown and resown crops.

**Argentina:** Exports from Jan. 1 to July 22 for 1926 and 1925, compared, in tons, were: Wheat, 1,818,000—2,288,000; corn, 2,022,000—1,353,000; oats, 449,000—349,000; flaxseed, 1,155,000—516,000. The corn and flaxseed crops were among the largest in the history of the Republic.

**Belgium:** Flour is now required to contain at least the complete flour content of the grain, which means a rate of extraction of about 80%. A milled type of flour has been fixed and samples have been distributed by the Dept. of Industry & Labor, and the manufacture, sale or use of superior types is forbidden. Imported wheat must be milled in accordance with the new regulations. After July 28, 1926, the exportation of bread flours and the importation of flour require special authorization, while the exportation of bread is to be prohibited. After the domestic harvest, legal flour will be required to contain a certain proportion of domestic wheat and rye.—E. S. Wagner, Millers' National Federation.

**Spain:** Soya beans, cottonseed and other oil seeds have been prohibited importation into Spain. Further, the importation of cereals, legumes, flours, forages and seeds is also restricted. Except for shipments made prior to July 14, the following advances in duties have been levied in gold pesetas per 100 net kilos: on rye and barley, from 8 to 12; corn for feeding livestock, from 1 to 10; corn for industrial use, from 2 to 10; canary seed, from 1.60 to 16; other cereals not specified in the tariff, from 6 to 8; chickpeas and French beans, from 6 to 12; bran, from 4 to 12; other seeds for feeding livestock, and seeds not specified in the tariff, from 2.40 to 8, and linseed, from 1 to 2.50. Exportation is permitted. A subsidy on the exportation of these articles is anticipated.

**Australia:** Wheat exports during May, 1926, are less than one-third of what they were a year ago (in pounds sterling), 1,494,800-4,508,400, though slightly above those of the preceding month of 1,243,200. The report of the Government Statistician for South Australia on the 1925-26 cereal and hay harvest for that state emphasizes the remarkable increase in yield brought about by efficient following operations. The report states that "Once again the wheat production on fallow land was collected separately from that produced on unfallow land, and the results demonstrate most strongly the advantage to be gained by a well prepared seed bed. The crops sown on unfallow land averaged in yield less than one-half the yield per acre on those grown on fallow." The fallowed area gave a total crop of 22,553,944 bushels, with an average per acre of 14.05 bushels; while the harvest from unfallow areas totaled 5,800,784 bushels, with an average of 6.75 bushels per acre. An interesting feature of the report is a comparison of acreages, yields and rainfall over several five-year periods, embracing seasons ending 1905-1906 to 1925-1926. It is evident from the data supplied that an increase in area, accompanied by a corresponding increase, not only in total but also in average yield, has been taking place during practically every five-year period. It may safely be stated that the increase in yield per acre—from 6.79 bushels in 1905-1906 to 12.04 bushels in 1925-1926—may be attributed in large degree to the development of fallowing during the past few years, as South Australian wheat growers have long recognized the value of this most important factor in successful and economical wheat production.

## Chance to Earn Profitable Carrying Charges.

Cash wheat prices are influenced as much by storage space as they are by supply and demand. Never before has wheat sold at such a discount under future deliveries. The farmer and the country dealer can make this difference by storing their grain at home. They can protect themselves against price decline by sale of December or May wheat. The wheat will all be wanted some day, and cash prices will work much closer to the futures as soon as the big rush is over. The same is true of other grains. Lack of storage space in most markets prevents greater accumulation at market centers and forces cash prices to abnormal discounts. Most large dealers and some small ones hedge their cash grain by the sale of futures.—Southworth & Co.

## Cipher Codes

**Universal Grain Code:** The only complete grain code on the market, is the most up-to-date and latest grain code published, contains over 14,000 code words. Effects a greater reduction in tolls than any other domestic code. Contains code words for the U. S. Standard Grades of Wheat, Corn and Oats. 150 pages, 4½x7 inches. Price, leather bound, \$3.00; paper bound, \$1.50.

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GRAIN DEALERS JOURNAL  
309 So. La Salle St., Chicago, Ill.

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Grain Dealers Journal  
309 S. La Salle Street, Chicago, Ill.



## Feedstuffs

**Lexington, Ky.**—Our feed warehouse which burned June 18 has been rebuilt.—Van Meter & Terrell Feed Co.

**St. Paul, Minn.**—The Northwest Cereal Co., Inc., capital stock \$50,000; incorporated to deal in cereals, grains, etc., by F. H. Brandhorst.

**Riverdale (Chicago), Ill.**—The new feed plant of the Riverdale Products Co., to replace the one that fire destroyed July 2, is now in operation.

**Atchison, Kan.**—The recent \$350,000 Blair Elevator Corporation fire July 18 destroyed the new machinery just installed for mixed feeds. The concern's line of feeds are for the present being put out in the milling branch of the firm's properties.

**Chicago, Ill.**—A. C. Robinson, a charter member of the U. S. Feed Distributors Ass'n, has severed his connections with the Hunter-Robinson Mfg. Co. of St. Louis, Mo., to become associated with Jackson Bros. & Co. here. He is well known in feed and grain circles.

**Kansas City, Mo.**—J. A. Canfield joined the forces of the Larabee Flour Mills Co. as manager of the millfeed department, having left a similar connection in Minneapolis with the Fraser-Smith Co. on Aug. 4. Mr. Canfield was connected with the Twin City firm since its inception 16 years ago. He is one of the best known, widest experienced, millfeed jobbers in the trade.

**Memphis, Tenn.**—One of the large molasses tanks belonging to the Happy Feed Mills fell into the chasm that swallowed buildings, elevators, railroad tracks, etc., here July 25. The magic gulch caused over a third of a million dollars loss, covered an area of 1,000 by 200 ft., buried all the wreckage and the ten million cubic feet of earth taken from a plot adjacent to the Mississippi River levee as this column of ground apparently sank in a process of the earth's settling, to a level of some fifty feet lower.

**Greenwood, Ind.**—The Mid-West Mineral Co. filed articles of incorporation July 23; incorporators: M. E. Scandrett, former Johnson County (Ind.) agricultural agent; John C. Gregg, Roy Butcher of Greentown, Ind.; Dr. C. C. Logan, Mt. Pleasant, Iowa; John C. Carter, Grinnell, Iowa; Maurice Johnson, Franklin, Ind.; and Dr. Lynn Herrin, Sharpesville, Ind. Mr. Gregg is to be in charge of personnel. Improved formulas have been founded for a complete line of mineral feeds, stock tonics, vermifuges, dips, and disinfectants. Offices will be located here and at Grinnell, Iowa. Factories will be operated in Indiana, Iowa and South Dakota, it is announced.

### Feedstuffs Movement in July.

Receipts and shipments of feedstuffs at the various markets during July, as compared with July, 1925, in bushels, were as follows:

	Receipts		Shipments	
	1926	1925	1926	1925
Baltimore .....	1,767	1,589	.....	.....
†Baltimore .....	1,107	749	.....	.....
Chicago .....	13,205	14,906	37,450	46,975
Cincinnati .....	1,290	1,740	.....	.....
†Cincinnati .....	1,767	4,202	.....	.....
†Denver .....	280	500	.....	.....
†Ft. Worth .....	759	4,807	.....	.....
*Kansas City .....	7,040	4,520	16,000	25,120
†Kansas City .....	20,760	30,864	4,812	12,968
†Los Angeles .....	3,540	5,880	.....	.....
*Los Angeles .....	5,730	3,690	.....	.....
Milwaukee .....	11,527	4,327	12,076	10,451
†Milwaukee .....	558	936	.....	120
New York .....	528	490	.....	.....
Peoria .....	20,220	22,200	28,529	20,880
†Peoria .....	1,580	960	210	100
Seattle .....	616	737	.....	.....

\*Bran. †Hay. †Includes shorts, oat chop, cocoameal, etc.

**Fort Worth, Tex.**—The Perce Cereal Co., with capital stock of \$50,000, was just incorporated by Garrett and Glen Smith, and Scott Townsend.

**Toledo, O.**—M. S. Suydam is now associated with the Larowe Mfg. Co. as ass't mgr. poultry feed sales. He was formerly connected with the Buckeye Cereal Co.'s feed department, at Massillon, Ohio.

**Chicago, Ill.**—Dr. William P. Cutler, executive secretary of the Associated Corn Products Manufacturers, died July 31 at his home in Highland Park, Ill., of heart disease. He was 67 years old and is survived by a widow, two sons, and four daughters. From 1909 to 1913 Dr. Cutler was food and dairy commissioner of Missouri and was previously food commissioner of Kansas City. Funeral services were held at the family residence on Tuesday, August 3.

"A study of the fine grinding of alfalfa hay shows that the digestibility of the hay is actually decreased by fine grinding," according to the 38th annual report of the Director of the Pennsylvania State College of Agriculture, "and that the net energy value is not increased; the probable reason for this decrease in digestibility is that fine grinding interferes with the normal course of the feed in the alimentary tract, and with rumination. Such saving as there is in energy does not seem to result in a net saving. To grind roughage for a ruminant is like owning a dog and doing your own barking."

### Adulteration and Misbranding.

**Early & Daniel Co., Cincinnati, O.**, consigned quantities of dairy feed into Kentucky deficient in labeled protein and therefore misbranded, according to federal accusations, in imposing a \$100 fine Feb. 27, 1926.

**Alfocorn Mfg. Co., El. St. Louis, Ill.**, consigned 89 sacks of misbranded horse and mule feed to So. Carolina, deficient in protein and fat, according to federal allegations Mar. 11, 1926, in ordering the property destroyed, no claimant having appeared for the property.

**Kansas Flour Mills Co., Kansas City, Mo.**, shipped 237 sacks of adulterated and misbranded wheat grey shorts to Texas, according to federal action in imposing costs, execution of a \$500 bond, conditioned that the product be properly labeled brown shorts, etc., on July 22, 1925.

**Marine Products Co., Tacoma, Wash.**, shipped 269 sacks of poultry food to Oregon which federal authorities allege deficient in crude protein, and therefore misbranded, in imposing costs, execution of \$600 bond, conditioned in part that it be relabeled under supervision of the Dept. of Agr., on Feb. 16-7, 1926.

**Buckeye Cotton Oil Co., North Little Rock, Ark.**, shipped into the state of Illinois 600 sacks of cottonseed meal judged misbranded by federal authorities on Mar. 6, 1926, in levying costs, execution of a \$1,000 bond, and ordering the product relabeled 36% protein instead of 43%, to be sold for manufacturing purposes.

**Cheraw Oil & Fertilizer Co., Cheraw, S. C.**, shipped 373 sacks of adulterated and misbranded cottonseed meal into Massachusetts which federal authorities demanded relabeled under their supervision on Feb. 19, 1926, in assessing costs, execution of \$1,600 bonds, etc., on W. N. Potter & Sons, Inc., Greenfield, Mass., who appeared as claimant for the property.

### Attractive Surroundings of a Kansas Feed Dealer.

BY TRAVELER.

I will always believe that it pays to keep a place of business beautified or at least neat and attractive. The feed store of H. W. "Harry" Smith, a track buyer of grain at Fredonia, Kan., looked like prosperity itself. A handsome structure in spite of its small size. The front was of face brick and thru clean plate glass windows flour and feed could be seen piled in regular tiers on the floor. An orderly desk showed the business-like habits of the owner. It was well arranged with several good file-cases in which to keep the business records.

Last, but most important, was the brick-bordered flower beds in the parkway between the sidewalk and the curb, two of them flanking a short gravel walk to the store front. Both were brimming with red and yellow blooms. Harry does a thriving business.

### New Feed Trademarks.

**Wm. Bartels Co., New York, N. Y.**, filed trademark Ser. No. 228,845, the words "Canary Candy," particularly descriptive of bird food.

**Mennel Mfg. Co., Toledo, O.**, filed trademark Ser. No. 233,451, the underscored word "HarteR," particularly descriptive of wheat mills feeds, etc.

**Elmore Mfg. Co., Inc., Oneonta, N. Y.**, filed trademark Ser. No. 233,648, the words "MILK GRAINS," particularly descriptive of compound dairy ration.

**F. B. Chamberlain Co., E. St. Louis, Ill.**, filed trademark Ser. No. 231,980, picturing a two-hooped bag, particularly descriptive of composite food for poultry known as poultry mash.

**Andersen-Smith & Hamilton Inc., San Francisco, Calif.**, filed trademarks Ser. Nos. 218,890-1, the words "Concentin" and "Double Check," respectively, descriptive of poultry and stock feeds.

**James Charles Edwards**, doing business as J. C. Edwards, Petland, Los Angeles, Calif., filed trademark Ser. No. 228,980, the words "BIRD NIP," particularly descriptive of bird food and conditioner.

**Universal Mills, Fort Worth, Tex.**, filed trademarks Ser. Nos. 231,771-3, the words "Super-Fat" and "Spark Plug," respectively, particularly descriptive of poultry feed and sweet feed for livestock, respectively.

**Hardeman-King Co., Oklahoma City, Okla.**, filed trademark Ser. No. 180,931, particularly descriptive of corn meal, corn chops, shelled corn, alfalfa molasses, horse, mule, hen, baby-chick, and dairy feed, etc. The mark consists of a rectangle bordered with clovers with a large clover occupying the center of the design, over which appears the words "Clover Brand" and below which appears the mark "Always Good."

### Exports of Feedstuffs.

Exports of feedstuffs during June, compared with June, 1925, and for 12 months ending June 30, are reported in short tons by the Bureau of Foreign and Domestic Commerce as follows:

	June		12 mos. ending June	
	1926	1925	1926	1925
Hay .....	1,114	1,201	17,725	25,412
Cottonseed cake .....	6,327	15,239	253,291	296,831
Linseed cake .....	18,979	21,182	288,954	335,730
Other oil cake .....	1,124	654	6,672	7,625
Cottonseed meal .....	6,035	1,054	104,961	145,855
Other meal .....	1,975	367	5,629	9,833
Other oil meal .....	6	101	2,453	12,791
Bran and middlings .....	236	233	3,117	4,393
Screenings .....	55	289	5,694	4,218
Other mill feed .....	554	1,040	10,811	24,256
Prepared feeds .....	892	1,436	18,899	15,944
Total value in \$1,000 .....	1,428	1,799	29,022	37,034

## GREENDALE FEEDS

Sweet Feeds,  
Mashes, Scratch,  
Poultry, Horse,  
Mule, Hog and  
Stock

Scientifically  
Prepared from  
Best  
Ingredients  
Obtainable

CRACKED CORN      GROUND OATS

Get in early and handle the

COMPLETE LINE

GREENDALE MILLS, Inc.

JOHN A. SHIELDS, Gen'l Mgr.

Lawrenceburg, Ind.



## Supply Trade

The consistent advertiser clips the coupons called good-will.

**Middletown, O.**—At a recent meeting of the directors, W. W. Sebald was elected vice pres. of the American Rolling Mill Co.

**Cheadle Heath, England.**—What is considered the latest in mill and elevator machinery factories was opened in this city recently by Henry Simon Ltd.

**Moline, Ill.**—A very attractive circular describing the Superior Cups and illustrating their advantages, has been issued by the K. I. Willis Corp. Copy will be sent to Journal readers upon request.

**Chicago.**—Wm. R. Sinks, mgr., James Stewart & Co., has just had returned to him a Masonic ring he lost on a hunting trip in Nebraska thirty-two years ago. The ring was given him at the time he was given the 32nd degree.

**Indianapolis, Ind.**—The federal court on July 28 found two street car union officials guilty of contempt of court in having influenced employees of the Indianapolis street railway to break their labor contract by going on strike July 5. They were held without bond.

**Washington.**—A warning that a shortage of skilled workmen will continue to exist unless a more concerted effort is made by employers to train apprentices is sounded in a pamphlet on "Apprenticeship" issued by the Department of Manufacture of the Chamber of Commerce of the United States.

**Wichita, Kan.**—The W-W Feed Grinder Co. has just completed its new modern daylight factory at 219-225 W. 2d St. The building is of brick construction 100x267 feet, is equipped with new modern machinery and has a switch to the M. P. Ry. The company has been building grinders for 12 years and now sells to all parts of the U. S. and Canada. C. V. Newman is pres. and Geo. L. Wall, sec'y.

**Cleveland, O.**—Eighty-seven defendants were fined \$2,500 each in the federal court Aug. 6 for violating the Sherman anti-trust act, as members of the American Malleable Castings Ass'n. They conspired to fix prices, and allotted the buyers of castings among themselves to eliminate competition. The defendants manufactured 75 per cent of the output of malleable castings in the United States.

**The Constant XX Century Corp., Bloomington, Ill.**, manufacturers of complete equipment for grain elevators, flour and feeds mills including U. S. corn shellers, grain cleaners and Twentieth Century flour mills has appointed the Grain & Coal Dealers Supply Co., Sidney, O., its sales representative in Ohio and southern Michigan. J. M. Bell and G. W. Donehoo, partners in the above company, have been engaged for many years in the sale of grain handling machinery and have a wide acquaintance in that territory.

## Care of Rope Prolongs Its Usefulness.

Besides the use of rope for hoisting material in the construction of grain elevators, rope also finds employment in the completed elevator. It is used for the transmission of power; on power shovels and car pullers and for many miscellaneous hoisting purposes. Thought and care given to the selection and handling of rope will always be well rewarded and may sometime be the means of saving life and limbs.

The most serviceable ropes for all purposes are made from manila fibre, but ropes made from sisal fibre are sometimes used where strength and durability are of secondary importance. Ropes made of a combination of manila and sisal fibres should not be used unless same have been made by a manufacturer of the highest reputation.

**Purchase by Weight:** Rope should always be purchased by weight as by this method only, will one receive and pay for the proper length and weight. Some cordage manufacturers advocate that dealers sell rope at a certain price per foot instead of a price per pound, but no manufacturer will sell to the dealer by the foot as he realizes that selling by the pound is the only proper method.

**Special Transmission Rope:** When the rope is to be used for the transmission of power a special transmission rope should always be used as ordinary ropes are not suitable for this purpose. Transmission rope is most satisfactory if composed of 4 strand and core but the ordinary 3 strand rope is more serviceable for other general purposes. A 3 strand pure manila rope should contain approximately 3 ft. 8 in. to the pound, but a transmission rope of the same size would contain slightly less number of feet to the pound.

The breaking strength of the new pure manila rope with a diameter of 1 inch is approximately 8,200 lbs. and 25% of this weight is considered a safe and reasonable working load.

Whenever a rope on a transmission system is bent around the pulley the fibres slip back and forth over each other resulting in internal wear and the rubbing of the rope in the grooves in the sheaves results in external wear. To minimize the external wear of the rope the grooves of the sheaves should be well polished when the drive is installed and care should be taken that no rough places appear in or around the edges of the grooves. The best transmission ropes are lubricated by the manufacturers of same in such a way that the lubricating substance is worked in between every individual fibre and forms a resistant film which allows the rope to bend with slight internal wear.

The diameter of the pulleys on the rope drive should be at least 40 times the diameter of the rope used, and for hoisting purposes the pulleys should be as large as convenient. When a rope bends frequently around a pulley the use of a large pulley will add much to the life of the rope.

If after transmission rope has been in use for years and it is considered necessary to apply additional lubricating material, it is a good plan to write to the manufacturer from whom the rope was originally purchased and get his recommendation for the proper lubricant to use. Many lubricating compounds are practically worthless and may cause damage to the fibre.

**Splicing:** A transmission rope is only as strong as its splice and therefore this very important detail of the rope drive should be made with the utmost care. Although several patent rope couplings have been put on the market, few have met with any great success as they are apt to wear the rope excessively close to the couplings and unless carefully covered damage the sheave grooves when passing around them. A carefully made long splice should be the same diameter as the rest of the rope, should be approximately as strong as any other part of the rope and have long wearing qualities. Such a splice should always be made by a person familiar with this kind of work, as

a poor splice is liable to cause considerable trouble even when the very best transmission rope is used.

For ordinary rope uses where it is not advisable to splice the rope may be tied. It is not possible to show in these pages any large collection of knots, but the Grain Dealers Journal will be glad to secure knot charts for any of our readers who may be particularly interested in this subject. These charts can be secured without cost.

**Uncoiling New Rope:** The length of life of the rope may depend largely upon the method by which the new rope is uncoiled, as many excellent ropes are damaged by using the wrong method for this operation. On practically every new coil of rope you will find a tag fastened to one end of the rope. This tag will be found inside that round opening through the center of the coil termed "the eye of the coil." Tip the coil over so that the end of the rope to which the tag is attached will be next to the floor. Next remove the lashings by cutting them as far down as possible through the eye of the coil. Then cut them at the top of the coil, thereby removing the lashings entirely from the eye of the coil. After this has been done so that the lashings will not interfere when the rope is drawn from the coil, reach down through the eye of the coil to the tag end which you have placed on the floor, pull the tag end up through the eye of the coil and continue to uncoil it in this way. By following these directions carefully your rope will uncoil as uniformly as possible and you will also avoid making "hockles" which spread and kink the threads in the strand and sometimes impair the wearing quality of the rope.

**Dr. T. C. Atkeson,** Washington representative of the National Grange since Jan. 1, 1919, has at last retired from active participation in agricultural legislative affairs.

## Do Not Take Chances

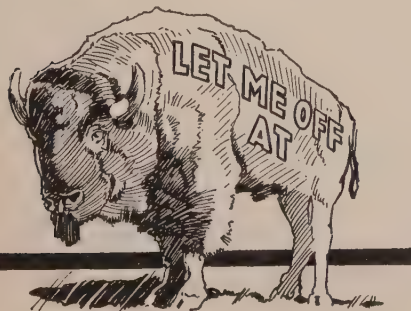
on verbal contracts for future delivery of the grain you are now purchasing. Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure. Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase.

They certify the Farmer "has sold ..... Bushels of ..... at ..... cents per bushel, to grade No. ...., to be delivered at ..... on or before ..... They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound with 3 sheets of carbon. Order FORM 10 DC, Price \$1.15.

**Grain Dealers Journal**

309 South La Salle St. Chicago, Ill.





## Seeds

**Dallas, Tex.**—C. C. Mason is now associated with the Ferris Watson Seed Co. as sales manager.

**Council Bluffs, Ia.**—The Ouren Seed Co. has renewed articles of incorporation. Officers are C. G. Ouren, pres.; E. H. Gregory, treas.; and Gregory Ouren, sec'y.

**Portland, Ore.**—Horace A. Cushing, vice president of the Charles H. Lilly Seed Co., died here recently. He was associated with the firm over two decades and was branch manager here at the time of his death.

**Salina, Kan.**—The Kansas Seed Co. is doing some remodeling on their new 52x370 ft. building just purchased for their purposes. The company moved from Solomon, Kan., and was formerly known as the Solomon Seed Co., as was announced in the June 25 number of *Grain Dealers Journal*.

**Shenandoah, Ia.**—Henry Field Seed Co.'s business increased 53% over the previous year ending June 30, according to the annual report of the concern. The statement doesn't say how much of this increase can be credited to advertising over its radio broadcasting station KFNF; however it's quite evident from this and many other reports that advertising does pay.

### Hearing on South American Alfalfa Seed.

A public hearing will be held Nov. 15, at the United States Department of Agriculture, Washington, to consider whether or not alfalfa seed from any portions of South America should be given the warning ten per cent red color which would stamp this seed as not adapted for general agricultural use in this country.

Numerous reports from State experiment stations to the department indicate that severe winter killing occurs when fields are planted with Argentine alfalfa seed.

Altho consideration of alfalfa seed from the Argentine is the primary purpose of this hearing, the department is desirous of securing all available information regarding production and possible variations in adaptability of alfalfa seed from other South American countries as well.

Any interested person may appear and give testimony in person or by attorney. Written testimony will be considered if received in the department not later than Nov. 20.

### Seed Movement in July.

Receipts and shipments of seeds at the various markets during July, as compared with July, 1925, were as follows:

FLAXSEED				
Receipts		Shipments		
	1926	1925	1926	1925
Chicago, bus..	348,000	98,000	2,000	1,000
Duluth, bus..	159,264	458,827	307,472	230,510
*Ft. Wm., bus.	239,833		623,115	
Milwaukee, bus.	28,600	24,310		
Minneapolis, bus.	293,820	288,110	49,870	63,860
New York, bus.	292,000	15,500		
Superior, bus..	128,621	357,872	35,974	154,721
KAFIR				
Cincinnati, bus.	5,600	5,600		
Hutchinson, bus.	7,500	37,700		
Kans. City, bus.	161,700	221,100	252,000	263,000
Los Ang's, bus.	5,000	8,000		
St. Louis, bus.	34,800	82,800	22,800	
MILO				
Los Ang's, bus.	32,000	18,000		
CLOVER				
Chicago, lbs..	107,000	68,000	202,000	114,000
Milwaukee, lbs.			60,000	
New York, bags	328	400	265	591
TIMOTHY				
Chicago, lbs..	672,000	687,000	566,000	323,000
Milwaukee, lbs.	104,000	30,000		
CANE SEED				
Ft. Worth, bus.	3,000	10,500		10,500
SORGHUMS				
Ft. Worth, bus.	144,200	82,600	211,400	85,400

### Wisconsin Seedsmen's Conference.

Seedsmen of Wisconsin, Minnesota, Indiana, and Illinois, were welcomed to the third annual seedsmen's conference held in Madison, Wisconsin, on July 14-15. As previously, the meeting was held under the auspices of the Seed and Weed Control Division of the State Department of Agriculture, in the Agronomy building of the Wisconsin College of Agriculture.

PRES. L. L. OLDS greeted the three score seedsmen to the capital city, and pleasantly commented on the co-operation extended Wisconsin seedsmen by the agricultural branch of the state executive forces.

A. L. STONE, director of the Seed and Weed Control Division, on Wisconsin's Clover Seed Situation, spoke of the seed adapted for use in the state and called attention to the poor results which were obtained with Italian and even with certain strains of French seed on the trial plots in different sections of the state, indicating their unsuitableness. The widespread distribution of buckhorn and white campion was also alluded to, as were the efforts expended in eradicating the dodder, the appearance of biennial white and yellow blossom sweet clover in the Wisconsin grown clover seed, and the probability of an increasing quantity of sweet clover seed appearing in Wisconsin grown red clover seed. A lively and helpful discussion ensued.

The remainder of the first forenoon session was given over to HENRY LUNZ, also of the Seed and Weed Control Division, and was taken up with a careful, illustrated survey of a study of troublesome weeds of the state.

The Experiment Farm was visited in the afternoon, motors transporting the entire delegation far beyond the capital city's limits through scenic wooded country en route. Of the plots of alfalfa examined the Utah and Idaho were badly winter killed. Varieties in the order of their hardiness, seemed to be: Grimm, Dakota and Montana grown common, and Canadian variegated seed. Seedsmen were indeed interested in results on the trial plots.

Grain breeding plots were next visited, methods, tabulated results, and other vital statistics being cheerfully disseminated by PROF. LEITH, in charge. The corn plots were lastly visited.

The banquet, held on the evening of the first day, was declared a huge success. JOHN D. JONES, JR., state commissioner of agriculture, discussed the various factors affecting the prosperity of agriculture, warning against careless farming methods.

### Imports and Exports of Seeds.

Imports and exports of seeds for July, compared with July, 1925, and the 12 months ending July 31, are reported by the Bureau of Foreign and Domestic Commerce as follows:

IMPORTS				
July		12 mos. ending July		
	1926	1925	1926	1925
Alfalfa, lbs...	83,787	150	4,524,647	4,810,110
Beans, lbs....	5,382,750	6,348,222	76,240,721	85,272,324
Peas, lbs....	924,244	703,596	19,176,955	28,619,831
Clover, lbs....	730,013	443,445	48,682,524	29,387,464
Gr. seed, lbs.	318,404	194,024	6,438,315	3,704,693
EXPORTS				
Alfalfa, lbs....	2,962	1,990	1,418,001	403,448
Beans, bus....	31,359	26,459	576,410	549,381
Peas, bus....	2,842	2,607	104,716	61,080
Clover, lbs....	46,721	5,527	973,109	1,862,825
Timothy, lbs..	51,786	48,721	9,942,490	16,457,687
Other grass seeds, lbs.	55,568	108,591	4,739,902	5,552,180

The second day's session opened with a presentation of facts concerning the hard seed problem and the results obtained to date by DR. DAVID SCHMIDT.

C. C. MASSIE, president of Northrup, King & Co., followed with his observations on the seed business as conducted in Europe, dwelling particularly on merchandising of southern European seed through North Sea ports. He also commented admiringly on the farming methods employed by the Europeans, being on a more thorough and intensive scale than in the U. S. Such methods make cleaner seed possible, was his conclusion. He reiterated the names of some of the seeds upon which the American Seedsmen relies wholly upon the European seedsmen for his supply, but emphasized that the seed industry is better organized and conducted on a better basis on this side of the Atlantic.

The conference was divided into two groups for the remainder of the forenoon, one continuing the study of weeds, the other on a laboratory study of seeds of the weeds which are branded obnoxious in the state seed law.

Extension work of the division occupied the attention of the dealers in the afternoon. MR. LUNZ telling of the meetings held in conjunction with county boards, the plea for the good seeds and for the eradication of the weeds. After hearing the stirring details of the efforts of the department and the damaging effects of the dodder in a certain infested area was having on the red clover seed trade, the dealers voluntarily and unanimously resolved not to purchase red clover seed containing the seeds of field dodder.

The restricted sale of Grimm alfalfa seed in the state, which proposal is slated to become effective Oct. 1, was commended.

Seedsmen were unanimous in the opinion that such conferences were well worth while and insisted on a similar conference next year.

Texas is not considered a spring wheat country, but the Chapman Milling Co., of Sherman, Tex., distributed seed from Minneapolis, and 1,000 bus. was sown in the vicinity of Sherman in late February and early March. It was harvested along with the regular crop of winter wheat in June. The average yield was 20 bus. per acre, of 13.78 per cent protein, which is higher than this year's crop of hard winter.

### Federal Seed Act in Effect.

The Secretary of Agriculture and the Secretary of the Treasury on July 26 signed and promulgated revised joint regulations legally required for enforcing the Federal Seed Act (formerly known as the Seed Importation Act). An amendment to this act, approved April 26, 1926, prohibits the importation of red clover and alfalfa seed unless the seed is colored in conformity with these regulations.

Coloring matter used shall be in the form of an alcoholic solution of such strength as to color the seeds distinctly with the colors prescribed.

Satisfactory coloring has resulted from the use of solutions made with 95 per cent alcohol of the following dyes in the strengths indicated: Iridescent violet, 1½ per cent Crystal violet base, oleate; red, 1 per cent Rhodamine B. base, oleate; green, 1½ per cent Malachite green base, oleate. Other dyes producing the same coloring on the seed may be used.

## MICHIGAN ROSEN RYE

In Carload Lots

Write or Wire for Delivered Prices

State Time of Shipment Desired

## CHATTERTON & SON, Lansing, Mich.

MICHIGAN'S LARGEST HANDLERS



## Grain Carriers

**Gladstone, Ill.**—Leaky cars are much fewer, due to the selection of a better class of cars for the use of the grain trade.—Wm. Daugherty.

**Sault St. Marie, Mich.**—The steamer Wencheta en route from Duluth here with cargo of grain ran aground off Parisian island July 25.

**Welland-St. Lawrence Canals:** On account of the heavy movement of wheat, June traffic was the heaviest handled of any month since these canals opened.

**Milwaukee Chamber of Commerce** intends to attempt to obtain a general reduction in grain rates thru Milwaukee, to counteract the recent concession granted Minneapolis.

**Grain and grain products** were loaded into 62,767 cars during the week ending July 24. This was an increase of 5,629 cars above the previous week, 13,721 cars above the corresponding week of last year and 12,906 cars above the same week of two years ago.

**Railroads** represented in the Southwestern Freight Bureau have voted against a reduction in freight rates on grain for export from Oklahoma and Texas to New Orleans. It was announced Aug. 2. New Orleans had requested the same rate as now in effect from Oklahoma and Texas to Galveston.

**Victoria, B. C.**—The Board of Railway Commissioners held a session here during the latter part of July at which hearing alteration of the Dominion's existing freight rate structure on the present zoning system was bitterly opposed, the absolute equalization of freight rates being fundamentally unsound, it was held.

**Southwestern Millers' League** filed a complaint at Topeka July 29 against all Kansas railroads which are now asking for a new schedule to fix the rate for mixed carloads at the figure of the highest rated commodity in the car. The proposed plan also would set the minimum load for the car at the highest minimum of any item therein. This is the plan recently put into effect by the Union Pacific, and other roads now are proposing to adopt it. The protest is aimed at requiring the Union Pacific to return to the old schedule and compelling the other roads to maintain the present schedule. Much feed and flour is shipped in the state in mixed carloads and the millers assert the proposed change will make such increases in the rates that they will not be able to maintain the present competitive basis for the commodities.

**"Will Dame Nature** do what legislation could not, put corn back on a dollar basis? Feeding would still be profitable. The greatest obstacle is the large amount of poor quality winter shelled corn selling at wide discount under fresh shelled. Chicago holds 16 million bushels of the total visible of 26 million. Buffalo has 3½ million to distribute to Eastern trade. A more two-sided market can be expected at present levels, depending largely upon the weather."—Southworth & Company.

**Harvesting with Combines** imposes too great a burden on the storage capacity of the country station. Recognizing this, Thos. D. Campbell, the Montana wheat king, has worked out the idea of setting up a string of sheet steel bins at each camp, into which the day's threshing is dumped as fast as it comes from the combines, by means of portable elevators. If the price is not right or the local station is glutted and blockaded the wheat is permitted to lie in the bins until the market rises.

## I. C. C. Activities.

A hearing will be held July 28 at Oklahoma City, Okla., by Examiner Copenhaver on rates on grain, grain products and hay between Oklahoma and Kansas.

**Santa Fe** proposed rate increases on grain and grain products from western points to Mississippi valley territory were suspended by the I. C. C. until Nov. 12, pending investigation.

**Lackawanna Cold Storage Co.,** Scranton, Pa., filed complaint against D. L. & W. et al., alleging unjust, unreasonable and unduly prejudicial switching charges on barley at Scranton, reforwarded to New York and elsewhere. Asks reparation, just, reasonable and non-prejudicial rates.

**I. C. C.** ordered reduction in linseed oil rates July 22 from Minneapolis to Dallas, Tex., effective Sept. 27, the new rate not to exceed 57c cwt. in tank car shipments. The present rate of 80c is responsible for the practice of shipping the flaxseed to the Atlantic seaboard for manufacture into oil, according to Archer-Daniels-Midland Co., large linseed crushers.

**Kansas City Southern** proposed 3c wheat and corn rate reductions from Kansas City to Beaumont, Port Arthur and New Orleans, establishing a proportional from points west and northwest of Kansas City on export and coastwise movements of 27½c and 26c, respectively, to become effective Mar. 28 until suspended to July 26, has again been made inoperative by further suspension by the I. C. C. to Aug. 25.

**Sioux City Grain Exchange** asked I. C. C. to suspend grain products rates scheduled to become effective this month, increasing the minimum weight in Western Trunk Line territory on bran, mill feed, flour and kindred products from 20,000 lbs. at the fifth class rate to 40,000 lbs. at commodity rate, increasing freight rates of about \$7 to \$15 a carload, alleging discrimination in favor of grain dealers in Neb., So. Dak., Wis., Minn., and Kans.

**Jackson Traffic Bureau vs. A. & V. et al.,** in 17672, I. C. C. Examiner Weems recommended a finding of milling-in-transit at Jackson, Miss., of grain and grain products from points west of the Mississippi River destined to points in the southeast over the A. & V. from Jackson to Meridian, and connecting lines beyond, and to points on the L. & N. over the route of the G. & S. I. from Jackson to Gulfport, not unreasonable, but unduly prejudicial compared with rules, regulations and practices covering same at Memphis.

**Indianapolis Board of Trade vs. L. & N. et al.,** sub 1 of 15451, dismissed by I. C. C., finding rates on grain and grain products from stations on the C. & E. I. to Louisville applying thru Indianapolis on traffic destined to southeastern territory and the transit arrangements in connection therewith at Indianapolis, not unreasonable, etc. This has reference to joint rates applying over the C. & E. I. as far as Terre Haute or junctions north thereof, and thence over Big 4 or Pennsy thru Indianapolis, which rates are the same on traffic destined beyond Louisville as that to Louisville proper, there being no proportionals routed this way lower than locals. The complainant sought lower rates coupled with the same transit arrangement.

## Operating Snarls in Kansas Elevators.

BY E. W. M.

At Sterling, Kan., it is the same old story, too many elevators for the producing territory. So someone has to bid up the price and try to hog the wheat supply. A small crop so often leads dealers to lose sight of the margin in their selfish struggle to get their full share of the grain. If half the elevators at Sterling were absorbed by the others both producers and middlemen would be better off.

\* \* \* \* \*

When one Kansas dealer declared he would pay 5 cents a bushel more than his competitor bid he ran himself into a trap. His competitor connived with one influential farmer just then threshing and bought one load at 10 cents over the market. The farmer took the ticket and check to High Overbidder to whom he sold the rest of his wheat at a nickel higher, 3- or 4 carloads of it. Just about the same time the market took a tumble and High Overbidder lost heavily. He is not in business now.

Funny how some braggarts persist in talking.

\* \* \* \* \*

We cannot help but admire the red-headed woman manager of a farmers elevator who remarked, "If I am hired to run this elevator, I'm the one who is going to do the running." She did, and very successfully. But there was no question about who was boss. Yes, she was Irish. If more elevators had one real manager, they would run smooth as a watch with a single mainspring.

**South Dakota:** There will be a number of grain elevators close up in this state due to the light crops in certain sections. This is the best solution at many points. If a very poor crop year is followed by a bumper year, as was done in Kansas the past two years, all the elevators can stage a big come-back in 1927.

# KILL

## Stinking Smut

AND PLANT

## Clean Wheat Seed

BY THE USE OF

# Corona

# Coppercarb

Trade Mark Reg. U. S. Pat. Office No. 169,736, Oct. 3, 1922

Produced especially for treating wheat seed, giving protection at lowest cost.

*Largest and Most Progressive Growers Have Rendered the Verdict.*

A standard product, such as Corona Coppercarb, of distinct and unquestioned superiority is always imitated with inferior grades by rival manufacturers. The use of new, inferior and untried brands is fraught with danger and dissatisfaction. Dealers who receive other brands of material when they have specified Corona Coppercarb should return them immediately to the source of supply. Corona Coppercarb is the only brand which large and practical usage in every section of the country has proved unequalled as a dust to control bunt or stinking smut on wheat. We know our good customers will continue to use only Corona Coppercarb, and we urge that no imitations or substitutes be accepted.

Send for directions, testimonials and prices.

**PITTSBURGH PLATE GLASS CO.**

Corona Chemical Division

MILWAUKEE

WISCONSIN



## Supreme Court Decisions

**"July-August Delivery."**—Contract for sale of oats for July and August delivery held unambiguous, and to require delivery at any time during such months.—*Duncan v. Allen, Supreme Court of Alabama.* 108 South. 357.

**Landlord's Lien.**—Notice by tenant to landlord of intention to sell his part of crops does not release and annul lien of landlord on crops for rent, under Burns' Ann. St. 1926, § 9556, since such notice is for protection of landlord, and to prevent clandestine removal of crops by tenant.—*Simpson v. Jones et al. Appellate Court of Indiana.* 152 N. E. 294.

**Attempt to Evade Pooling Contract.**—In co-operative association's action against cotton grower on contract, defense that defendant had grown no cotton held not sustained by evidence that he had turned his land over to his wife and farmed it as her manager at a fixed salary.—*South Carolina Cotton Growers Ass'n v. English, Supreme Court of South Carolina.* 133 S. E. 542.

**Crop Lien.**—Bank, which had lien on sugar crop, and which controlled disposal and received proceeds thereof, held not required, in action by seller of fertilizer, who also had lien, to account for amount of cane sold to such sugar company, on which neither had lien, whether it was paid for by cash or set-off.—*Amer. Cotton Oil Co. v. Spiller Sugar Co. Supreme Court of Louisiana.* 108 South. 878.

**Demurrage.**—The liability of the carrier for displacement of cars in the process of unloading during the 48 hours' "free time" is governed by the rules set forth herein. The carrier will make a prima facie case for recovery of demurrage, if it shows delay in unloading after the 48 hours' "free time." The consignee will make out a prima facie defense against the recovery by showing displacement of the cars during the 48 hours' "free time," equal to the delay. Then the burden shifts to the carrier to show that the displacement of the cars within the 48 hours' "free time" resulted from the reasonable conduct of the carrier's business at the station.—*Garrison Coal Co. v. Hines, Director-General, Supreme Court of Oklahoma.* 247 Pac. 62.

**Notice of Arrival Invalid If Sent Before Arrival.**—Where B/L, reciting that destination was "New York, N. Y., \*\*\* for export Dock D, Weehawken, N. J." provided that carrier's liability for fire loss occurring 48 hours after notice of arrival at destination, or port of export, should be that of warehouseman only, held, that notice of arrival could not properly be given to change carrier's liability until goods actually arrived at dock, and notice given when shipment arrived at point nearly 5 miles from dock was ineffective, notwithstanding it was within port of New York, and that shipment reached dock before notice was received. Cars delivered on tracks alongside dock space leased by shipper held not "on or about" leased premises, within clause of lease whereby lessee assumed risk of loss by fire "on or about said leased premises," so as to exempt carrier from liability loss by fire; "on or about" meaning anywhere or everywhere on, but not outside of, locus.—*Pillsbury Flour Mills Co. v. Erie R. Co. Supreme Court of New York, New York County.* 216 N. Y. Supp. 486. [At the end of the Erie's line haul, Croxton Yard, Jersey City, notice of arrival was sent, and by the time the milling company received the notice the cars had moved 4½ miles to Weehawken yard and 3 days after notice were placed on the destination Dock D, leased by the mill. That night

they were burned. The milling company brot suit and was given judgment for the value of the flour.]

**Private Elevator Not Obligated to Handle Corn:**—In absence of contract, delivery of car of corn to elevator company, not a public warehouse required to handle corn tendered under Rev. St. 1919, § 5999, did not impose duty on company to handle car through its elevator or notify owner of its refusal to do so.—*Kansas City Stock Yards Co. v. Federal Grain Co. Kansas City Court of Appeals,* 279 S. W. 771.

**Arbitration.**—Where arbitration rules of Ass'n provided that chairman should submit copy of statement of facts to parties to arbitration and each should have right to reply thereto, award of arbitrators before copy of seller's statement of facts was submitted to buyer, and without opportunity to buyer to reply thereto, held invalid, and not validated by act of association's chairman, subsequent to award, in sending copy of statement and offering buyer opportunity to reply.—*Christenson v. Cudahy Packing Co. Supreme Court of California.* 247 Pac. 207.

### Third Party's Extension to Buyer Does Not Benefit Seller.

Mulholland & Thorsen, of Fort Dodge, Ia., Plaintiffs, v. Quinn-Shepherdson Co., of Minneapolis, Minn., defendant, before Arbitration Com'te No. 1 of the Grain Dealers National Ass'n, composed of O. F. Bast, J. T. Buchanan and J. R. Murrell, Jr.

The plaintiffs sold to the defendant on Nov. 14, 1925, two cars of corn, one in transit, one car within three days, to be billed to Cedar Rapids, Ia. One of the cars was shipped and applied, the other was refused by Quinn-Shepherdson Co. on account of heating and was forwarded beyond for the account of the plaintiffs, and the defendant wired the plaintiffs on Nov. 27 that the car was being forwarded and that it was sorry it could not let shipper replace, and was cancelling the purchase, to which the plaintiffs replied, "It is within our rights to replace car on contract—will advise number later in the day."

The plaintiffs wired on Nov. 28 giving car number replacing car of heating corn refused, to which the defendant replied, "We wired you we were unable to let the shipper replace and that we are canceling purchase—that's final." Later the plaintiffs sent a wire after receiving car number advising, "Wire received—glad you got car number. It is acceptable to us if car is shipped within original contract time," to which the plaintiffs replied, "Unless car was accepted it would be sold out for account of whom it may concern."

It develops that the car was finally sold out Nov. 30 for the account of whom it may concern which has resulted in this action being brought by Mulholland & Thorsen, the plaintiffs against Quinn-Shepherdson Co., defendant. There is no controversy with reference to any of the conditions in the contract, the time of shipment or price.

The controversy arises over the fact that Penick & Ford, who bought the corn from the defendants did have a conversation over the 'phone with the plaintiffs in which they agreed to extend the time of contract for fulfilling this sale to the defendant in this action, and the plaintiffs have taken the position that, inasmuch as the final purchaser did extend the time of contract to the defendant, the defendant should have extended the time to the plaintiffs, and the plaintiffs taking it for granted that the extension would be granted them, did extend the time of shipment to the shipper in the country.

The defendant denies liability, first for the reason that it was within its rights in cancelling defaulted contract; second, that any arrangement or agreement which it had made with Penick & Ford had no bearing whatever on the contract with the plaintiffs.

We, the Arbitration Com'te, find that the plaintiffs, Mulholland & Thorsen, could not make any arrangement or change relative to the defendants, Quinn-Shepherdson Co.'s contract with Penick & Ford that would be binding upon the defendant without the defendant's consent, and that the defendant, Quinn-Shepherdson Co., was within its rights in cancelling the defaulted contract, irrespective of any arrangement they might have had with their buyer, and that we must treat this defaulted contract as any other defaulted contract according to the rules of our Ass'n. Therefore, we must decline the claim of the plaintiffs and find for the defendant, and assess costs of these proceedings to the plaintiff.

### The New Farmer Viewpoint.

The constant campaign of misrepresentation by agitators who would farm the farmers has been found out by many farmers to be a delusion and a snare. An example of their new viewpoint is the address delivered by C. Loetscher before the stockholders of the Ashton Farmers Elevator Co., of Ashton, Ia., at their annual meeting. He said:

The only hopeful sign in agriculture today is that the farmer is now working himself out from under the burdens and troubles which of late years have rested so heavily on him.

Of course, they tell us that the greatest obstacle in the present movement to help the farmer and bring prosperity to agriculture is the inability of the farmers to agree on some definite plan of relief by legislation. This may be true to some extent, but let us not be misled by those politicians offering their sugar-coated pills as a cure-all for the farmers' troubles.

Let us stand pat on this one thing, that legislation will never solve the farmers' problems. Neither can organization if attempted according to plans which consider great units requiring machinery about the working of which the ordinary farmer has not the least conception and in which there are elements about which nobody really knows anything or has any control over.

Co-operation and organization have been the hobby of so many crooked politicians and political agitators of late who all seem so anxious to help the downtrodden farmer just because they see a chance to further their own personal interests and are after a nice juicy plum.

We might just as well hire a billy goat to work in our cabbage patch as to let these fellows work for the farmer. Attempts to organize the farmer according to their plans have always resulted disastrously.

A comparative statement for 968 identical mills producing approximately 87% of the total wheat flour reported in 1923 ground 33,795,519 bushels of wheat during May 1926, as compared with 31,303,588 during the same period the previous year, bringing the average pounds of wheat per barrel of flour to a new high point of 280.2 against 275.4 the previous May.—U. S. Dept. of Commerce.

## GRAIN DRIERS

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COARSE GRAINS,  
SEED CORN,  
BEANS,  
PEAS, ETC.

## ROTARY DRIERS

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MEAL, GRITS, STERILIZING PACKAGE GOODS, ETC., AND GRANULAR PRODUCTS OF ALL KINDS.

We would be pleased to correspond with you.

WILLEY-ELLIS CO.

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## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**C. & E. I.** supplement 13 to 610, I. C. C. No. 1, effective Aug. 8, cancels supplement No. 12.

**C. W. Galligan, Agt.,** Chicago Switching Com'ite, supplement 11 to 20-O, I. C. C. No. 56, effective Aug. 28, cancels supplements Nos. 8 and 11.

**A. T. & S. F.** supplement 1 to 5702-I, I. C. C. No. 10309, effective Aug. 20, denotes increase in special weights formerly carried as applying to broom corn.

**A. T. & S. F.** supplement 15 to 7481-J, I. C. C. No. 9952, issued July 14, suspends the effective rate of supplement No. 14 until Nov. 12, in accordance with I. & S. Docket No. 2708.

**C. & E. I.** supplement 6 to 615, I. C. C. No. 88, effective Aug. 18, cancels supplement No. 5, and allows reductions from Indiana and Michigan stations to Groups 1, 2, 3, 4 and 5, as specified.

**C. R. I. & P.** supplement 19 to 13207-J, I. C. C. No. C-11030, effective Aug. 28, reduces the grain, grain products and seed rate by altering the routing instructions from all stations to Soo line points specified in Wisconsin.

**III. Cent.** supplement 40 to 601-J, I. C. C. No. 10025, effective Sept. 4, cancels supplement No. 39, also reduces the rates on flax seed, wheat and corn to and from Cherokee, Ia., and advances the corn rate to or from Sioux Falls, S. D.

**C. R. I. & P.** supplement 15 to 10389-I, I. C. C. No. C-11361, effective Aug. 28, cancels supplement No. 13 and advances the flaxseed, wheat, wheat flour and corn rate between Group 1 (St. Louis), Group 2 (Hannibal), and Clinton, Cambridge, Follett, Ia.

**C. & A.** supplement 24 to No. 2-I, I. C. C. No. 1676, cancels supplement No. 21, effective July 1, reducing switching and other terminal charges as indicated, at Cahokia, E. St. Louis, Granite City, Madison and Valley Junction, Ill., routed via the A. & S. and N. Y. C. & St. L.

**A. T. & S. F.** supplement 16 to 7481-J, I. C. C. No. 9952, effective Aug. 31, reduces rates when routed thru Kansas City or Bucklin, Mo., C. B. Q. Ry., Metropolis, Ill., P. & I. Ry., Paducah, Ky., G. M. & N. Ry., Laurel, Miss., and N. O. & N. E. Ry., to New Orleans, Port Chalmeter and Slidell, La.; Mobile, Ala.; Natchez, Gulfport or Vicksburg, Miss., when routed as specified.

**C. R. I. & P.** supplement 28 to 29329-F, I. C. C. No. C-11214, effective Aug. 24, cancels supplement No. 27, reduces the rate on wheat, wheat flour and corn between St. Joseph-Kansas City, Mo., and Swanwood, Bode to Emmetsburg (Index Nos. 1503 to 1511, incl.), Osgood to St. Charles (Index Nos. 1513 to 1519 incl.), Iowa; so reduces the rate on the same commodities from Group C (Kansas City) and Group D (Omaha) to points itemized on the C. M. & St. P. in Minnesota and Wisconsin.

**A. T. & S. F.** supplement 4 to 5655-A-3, I. C. C. No. 10139, effective Aug. 25, increases the rate on feeds, but also reduces the rate in applying the wheat rate to constituents thereof; so reduces the mixed carload rate in that on fixed carloads of seeds and sorghum grain seeds (milo maize or kafir corn) the minimum weight will apply, provided the weight of the sorghum grain seed does not exceed 33 1/3% of the total weight of the entire shipment; effective Aug. 7 the rate from points not specifically named on wheat and corn is reduced from order to Goodwin, Medford, Touzalin, Okla., against to Spearman, Tex. (Index Nos. 167 to 7, 611, 715 to 728, all incl.); and advances to Abbey to Felt, Okla., (Index Nos. 514-sub 1 to 4-sub 8), all effective as indicated.

**C. & A.** tariff 1602-I, I. C. C. No. A-1846, effective Aug. 6, cancels tariff No. 1602-H, reducing both advances and reductions in the wheat and corn rate from Kansas City, Mo., when from beyond, to certain Illinois and Indiana points on the C. & E. I.; via the C. & A. certain Missouri points; via the N. Y. C. & P. certain Illinois stations; also reductions in the proportional rate from Kansas City, Mo.-Kan., Illinois stations, Index Nos. 7 to 17, 55 to 65, to 87, 91 to 101, 145 to 154, 163 to 172, 183 to 3, all incl.; also a reduction in the proportion-

al rate on wheat and corn, also articles taking same rates, from Kansas City, Mo.-Kan., to Santa Fe and Rock Island points in Oklahoma, as specified; also advances to B. & O. stations Index Nos. 300 to 327 and 371 to 374, incl., routed via E. St. Louis, Ill.

**E. B. Boyd, Agt.,** Western Trunk Lines, supplement 13 1/2 to Circular No. 1-S, I. C. C. supplement 13 to No. A-1644, effective Sept. 1, cancels supplement No. 11 and reduces the popcorn rate on Illinois Rate Com'ite territory, reduces the "Two Cars For One" rule rate via the Frisco, reduces the "Stopping Cars in Transit to Complete Loading or to Partly Unload" rule rate at Cedar Rapids, Ia., and at several Wisconsin points. Alfalfa, clover and timothy seed, also beans and peas, dry, moving under thru rates from points of origin in Cal., Colo., Ida., Mont., Ore., Utah and Wash., may be stopped in transit for grading, cleaning, storing and sorting at Minneapolis, Minnesota Transfer or St. Paul, Minn., or shipments moving to said transit points via Omaha, Council Bluffs, Sioux City or Kansas City, and reforwarded from transit points to Chicago, Peoria, Milwaukee, Manitowoc, Green Bay or Sheboygan, Wis., and directly intermediate points thereto in Wis., Ill., and Ia., also to destinations beyond, the freight charges to be on a basis of thru rate from point of origin to final destination, plus an additional charge of 15c per 100 lbs. for out of line haul service, which latter charge is also a reduction in rate.

## Farm Relief Through Adoption of Efficient Facilities.

Sound farm relief may be obtained in many other ways than passage of uneconomic legislation, according to L. F. Gates, former president of the Chicago Board of Trade.

In commenting on the farm situation Mr. Gates, pointed out that 10,000 combines had been sold this season in the four states of Colorado, Kansas, Oklahoma and Texas. "The demand absorbed the entire production at prices which mean an investment of approximately \$25,000,000," he said.

"This investment was made because a saving in labor was estimated exceeding the depreciation and interest costs. In other words, this machinery was figured to reduce the cost of getting a bushel of wheat to market and make a better net return to the producer. This is along the line of sound farm relief.

"The only way in which the American farmer, so far from the European market, has been able to compete with the peasant labor of Russia, has been through, first, cheap lands; second, adequate and cheap transportation; third, an efficient and inexpensive marketing system; fourth, labor saving machinery. The first factor has been removed—there are no longer broad, fertile prairies to be had for a pittance. To improvement in the other three factors in American farm prosperity, all who are in any way connected or interested, should bend their efforts.

"At times, such as the present, the farmers' dollar does not exchange for a dollar's worth of other commodities. At other times, it buys more and at such times we hear much of depression in the cities and unemployment and bread lines. Fluctuations of the farmer's dollar above or below the par line, are temporary. Advantages in reduction of cost of production, in transportation and in marketing, are permanent.

"But to get these benefits, gluts must be avoided or the producer will have no one but himself to blame for feeding the market faster than demand can absorb it. Glutted markets furnish a speculative opportunity for which the producer is largely responsible though he roundly berates the speculator if a profit results from purchases made when no adequate consumptive demand is in evidence."

**Kansas City, Mo.**—Sales of wheat for future delivery here during July, compared with July, 1925, in bushels, were: 71,594,000 against 53,246,000. All sales of grain for future delivery totaled 89,165,000 against 72,753,000, for the two periods, compared.

## Red Squill for Rats.

It has long been known that the bulbs of the lily-like plant, squill, grown in southern Europe, are poisonous to rats, but no reliance could be placed on the bulbs as rodent exterminators because of the great variation in their potency.

The great advantage of red squill as a rat poison is that human beings and livestock are not unduly endangered. Recent investigations by the U. S. Department of Agriculture have been successful in determining some of the factors influencing the toxicity of the red squill bulbs, so that some announcement is expected soon on the method of preparing the powder so as to have an efficient and uniform toxicity to rats.

The poison has been in limited use in Europe for centuries, and should be of great benefit to grain elevator operators who would like to rid their premises of rats without the possibility of harming the ultimate consumer of the cereals.

## HESS PNEUMATIC GRAIN DRIERS

Used everywhere—

## NONE BETTER

For twenty-five years this drier has led all others in efficiency, economy and convenience. Made in various sizes, suitable for all grain drying needs. Tell us your wants.

## HESS WARMING & VENTILATING CO.

1207 So. Western Ave.

CHICAGO



## Insurance Notes.

**Nebraska City, Neb.**—The fire department was called out to the Duff Elevator Aug. 2. Rumors that the elevator was burning are not confirmed, the heat probably being confined to the salvage grain from the elevator fire at Council Bluffs, Ia.

**The Mexico Grain & Live Stock Co. of Mexico, Ind.,** and the Michigan Millers Mutual Fire Insurance Co. received check for \$17,004 from the Pennsylvania Ry. for judgment against the latter for fire started from locomotives' sparks. The elevator company received \$4,738.50 and interest.

## Why Frequent Inspection of Machinery Pays.

BY I. SAWITT.

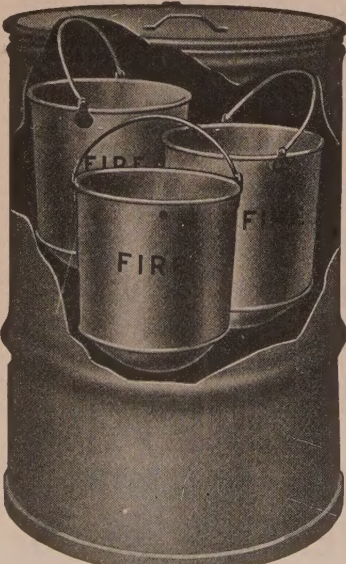
It is not entirely amiss to suggest regular and careful inspection of the gasoline engine where that is used, particularly if it is old. Discovery of dangerous cracks in the frame may lead to saving in life and possible repairs to the elevator.

At a Rock, Kans., elevator recently the gas engine which had done duty for several years, took a notion to do a one-horse-shay. With an immense crash the crank broke. Spinning flywheels tore their way out of the frame. The engine was ready for the scrap heap, the engine house was badly in need of repairs.

Not a moment before a workman had left the engine house. The crash brought him back, and he has blessed his stars ever since for the chance that took him away from the engine room before the engine snorted its swan song.

An inspection regularly conducted might reveal small cracks and aid in preventing serious accidents. Luckily no one was hurt and the damage was nominal. A Fordson tractor is now furnishing the power.

**China:** Crop prospects in the Peking-Tientsin area have been much improved by the good rains that have fallen. The wheat crop is reported to be good. Last month it was understood that unless the country had rain there would be a famine, it being estimated that between 40-50% of the cereal crops had been ruined by drought, the farmers having planted three times with no results and consequently had no seed left.



**FIRE BARRELS** filled with solution of Calcium Chloride provides better protection for your elevator and reduces your insurance rate. Write for particulars.

**CARBONDALE CALCIUM CO.**  
CARBONDALE, PENN.

Patents  
Granted

**1,593,189. Sack-Filling Machine.** Wilhelm Mauch, Spokane, Wash. A shelf holds the sack for up and down movement on the spout, the reversal of the movement being effected by a gear connected with the driving shaft, the reversing taking place when the sack has reached its uppermost or lowermost position.

**1,594,012. Grain Door.** John Jenkins, Stavely, Alberta, Canada. An angular casting abutting the face of the door jamb has an extension formed thereon engaging in a socket in the interior wall surface adjacent to the doorway. A vertical sleeve in the casting supports a sliding bolt engaging a socket in the sill of the doorway.

**1,593,161. (No cut.) Moisture Tester.** Humphrey John Denham and Geo. Watts, Manchester, assignors to Henry Simon, Ltd., Manchester, Eng. The samples are exposed to a strong current of air while exposed to a temperature exceeding the critical temperature at which dextrinization and chemical change of the starch normally occurs.

**1,593,854. Wheat Cracking Machine.** Simon Snyder, Muncy, assignor to Sprout, Waldron & Co., Muncy, Pa. A conical, exteriorly toothed grain cracking member turns inside a fixed concave casing, both having teeth. An unobstructed space around the shaft is provided for the passage of grain to and between the toothed surfaces and outwardly therefrom.

**1,593,875. Corn Cracking Machine.** Frank R. Killick, Muncy, assignor to Sprout, Waldron & Co., Muncy, Pa. On a shaft is a cone having annular series of teeth of triangular cross-section extending crosswise of the teeth on the inner surface of the casing, each succeeding series of teeth from the smaller toward the large end of the cone being of less size than the preceding series.

**1,593,153. Attrition Mill.** Arthur A. Ambler, New Brunswick, N. J., assignor to the Wolf Co., Chambersburg, Pa. A casing consisting of a substantially cylindrical body has a top and bottom member, with two grinding discs mounted between the end planes of the body. One grinding disc is supported from the top member of the casing independently of the body while the other disc is rotated, the support of the upper disc being adjustable.

**1,594,212. Holding Device for Grain Bin Gates.** Louis H. Palmer, Hurdsville, and Forest W. Palmer, Crystal Springs, N. D. The sliding panel on the leg casing has a dog faced by a bracket of U-shape mounted at the lower edge of the panel. Pivoted to the bracket is a bifurcated portion having a substantially vertical arm with notches thereon facing the dog, one of the notches being engageable therewith. A substantially horizontal arm moves the notches out of engagement with the dog, while the notched arm is normally urged toward the dog.

**1,592,752. Grain Cleaning Machine.** Cecil Bentham, Manchester, assignor to Henry Simon, Manchester, Eng. The air circuit has a double fan whereby the air after being drawn thru the grain passing thru the machine is divided into two portions, respectively heavily and lightly laden with the grain dust and the impurities. The heavily laden air is by-passed thru a dust separator and collector, the air leaving the collector being returned to the air circulating circuit at a place between the place of admission of the grain to the machine and the suction inlet of the fan.

**1,593,174. Method of and Apparatus for Washing Grain.** Robert G. Hunt, Astoria, Ore., assignor to the Wolf Co., Chambersburg, Pa. The grain is mixed with water and a thick layer is agitated at both surfaces to remove smut balls from the berries. Additional water is supplied and a thin layer of the grain is subjected to a mechanical abrading action at one surface and to an agitating action at the other surface, whereby the grain berries are mechanically abraded to remove any remaining smut or other objectionable material and to effect a rinsing. The machine comprises primary and secondary washers, each containing a perforated cylindrical casing and a rotary beater. The clearance space between the periphery of the beater and the interior of the casing in the primary washer being much greater than the corresponding space in the secondary washer.

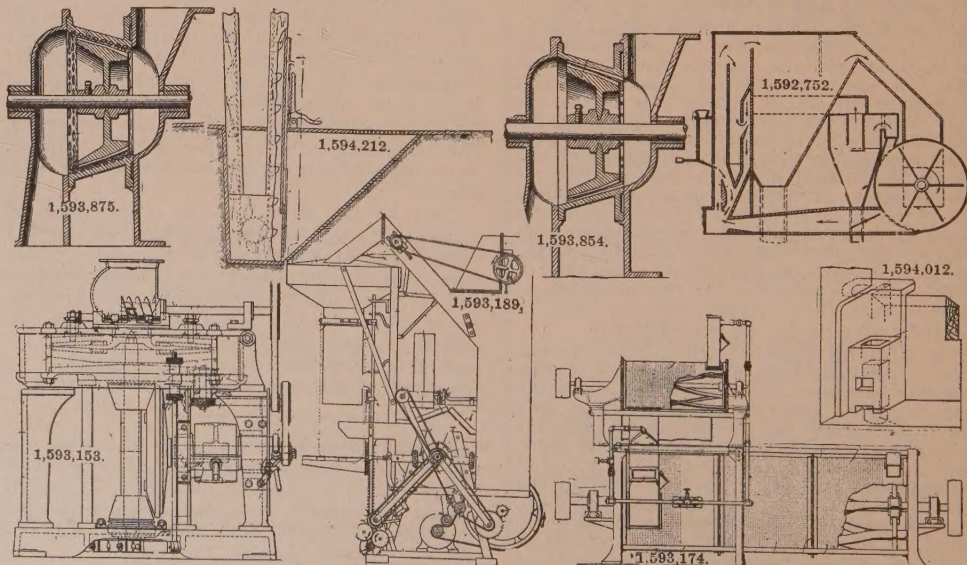
## Grain and Hay Show of International Live Stock Exposition.

The premium list of the grain show of the International Live Stock Exposition, to be held at Chicago Nov. 27 to Dec. 4, is now ready for distribution. It offers 1,200 cash prizes and seven silver trophies in addition to many special awards. New classes have been added this year for barley, field peas and alfalfa seed. Farmers may enter specimens of their grains, small seeds and hay without charge. To equalize competition the continent has been divided into eight regions of approximately similar crops.

## Books Received

**THE WHEAT FLOUR MILLING INDUSTRY** is a well written brochure on this over-extended industry with its wide variations in cost of production; wages and salaries in merchant flour mills having increased about 68 per cent from 1914 to 1921. Issued by the Union Trust Co., bank, of Chicago.

**DECLINE IN CONSUMPTION OF FLOUR** in the United States is a study of the evidence of declining flour consumption, trends of consumption of other foods and probable future trend of flour consumption, by the Stanford University Food Research Institute, Stanford University P. O., Cal. Price, \$1.





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The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

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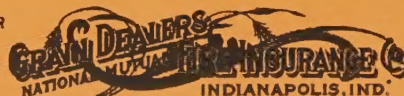
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